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JULY 2005

PRIMEDIA

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# POWER UP!

Stand Out From The Crowd! AutoLöc™ high performance power accessories allow you to customize your ride like no other vehicle on the road! Detailed instructions insure easy installation and a long life of smooth operation. Insist on the best, insist on AutoLöc™ and never settle for anything less.

## Adjustable Shaved Door Handle Kits

AutoLöc's Shaved Door Handle Kits offer the strongest solenoids on the market. Guaranteed to open the toughest of doors! Don't be fooled by inferior kits that claim their solenoids are strong enough to pop your doors open. Insist on the best! These kits are great on all latching systems including stubborn, older OEM latches. Available with 35 lbs solenoids or our NEW Adjustable, Heavy Duty Solenoid. The easy to use adjustable tip ranges from 50-105 lbs of pulling power!

**Fully Adjustable**

**18 Channels**

**Limited Lifetime Warranty**

### Just Twist for MORE POWER!

- **Customized Kits**
- **Heavy Duty Solenoids**
- **Programmable Receiver**
- **MultiPoint No-Slip Tip***
- **Long Range Remotes**
- **2x Retention Springs**
- **Independent Button**
- **No Delay**
- **Detailed Instructions**
- **Limited Lifetime Warranty**
- **And Much More!**

*Only Available on the SL50

*Patent Pending

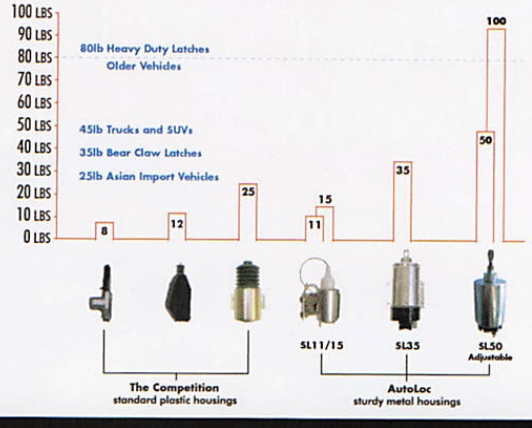
**From $250**

### WARNING!

**Don't Settle For Anything Less Than The Best!**

All AutoLöc™ Heavy Duty Solenoids feature our Pro-Rated Return Spring. Our competitor's solenoids use rubber boots instead of return springs. These rubber boots become stretched, torn or deteriorate over time causing solenoid failure by allowing the piston to pop out.

### Solenoid Performance Chart



## Waterproof Button

Great backup for your remote control! Never worry about getting locked out.

**From $29.95**

## Door Poppers

Best on the market! Guaranteed to pop out your shaved doors smoothly and reliably.

Patent # 6711856

**From $19.95**

## Hidden License Plate Kit

Give your vehicle that extra clean look! This kit allows you to swing your license plate out of view with a push of a button.

**From $150**

## Emergency Release

Save your glass! Open your door in the event of a dead battery or lost remote control.

**From $39.95**



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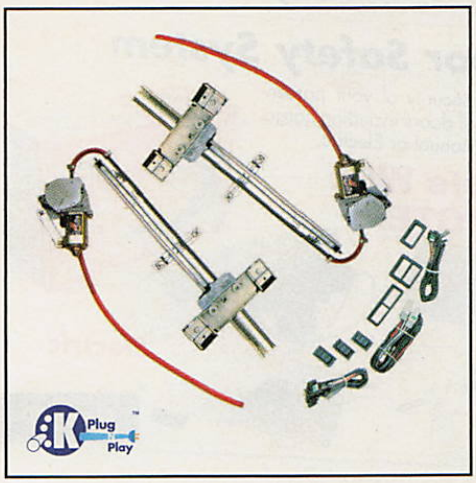
# Heavy Duty Flat Glass Power Windows

POWER UP! AutoLöc's Flexible Flat Glass Power Window Kit allows you to convert your old flat glass windows into a completely new power system. This NEW kit has been redesigned and now features a more flexible, remote mounted, heavy duty motor. The PW5500 series kits work great in small door shells and tight spaces.



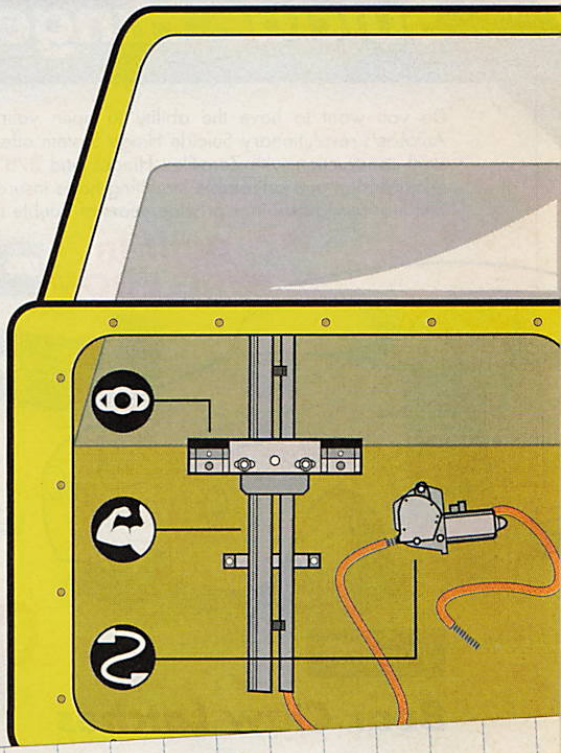

**Self Adjusting Floating Track**

**Reinforced Guide Tracks & Brackets**

**Flexible Motors**

**Flexible Motor Shaft!**
**Mount It Where You Want it!!!**

**From $199**



## Keyless Entry Units

TAKE CONTROL! Control any 12 volt power accessory by remote. Operate shaved doors, locks, trunks, windows and more! Up to 18 output channels. Choose between 4, 5, 6, 7, 8, 10, 16 and 18 channels.

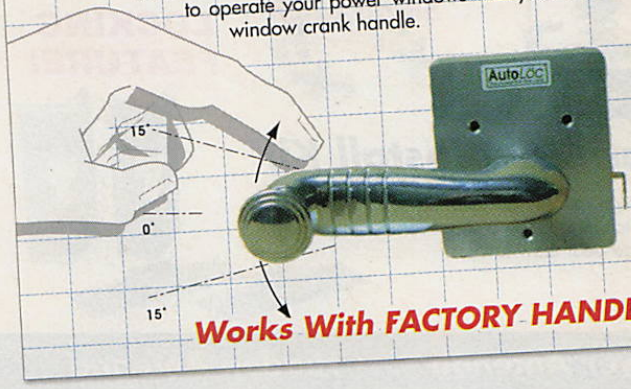
**From $90**

- **Plug-In Harness**
- **Easy Installation**
- **Long Range Compact Remotes**
- **Detailed Instructions**
- **Limited Lifetime Warranty**

## AWESOME!

## Electric Window Crank Switch

AutoLöc's revolutionary electric window crank switches allow you to operate your power windows with your vehicle's original window crank handle.

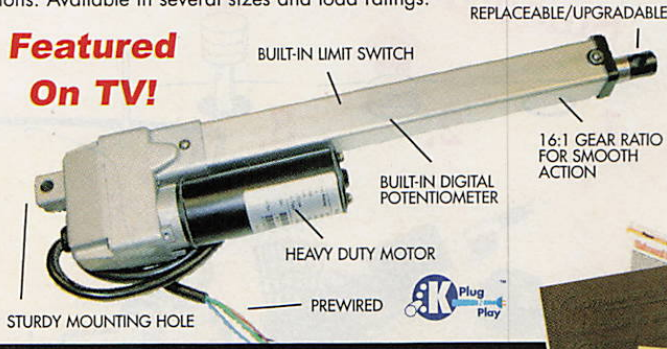



**Works With FACTORY HANDLE!**

## Heavy Duty Linear Actuators

You Want Extreme Power? AutoLöc™ is proud to introduce its line of industrial strength linear actuators. These are the ultimate accessory for installing power operated hoods, trunks, tonneau covers, or any other heavy-duty lifting applications. Available in several sizes and load ratings.

**Featured On TV!**




## Linear Actuator Accessories

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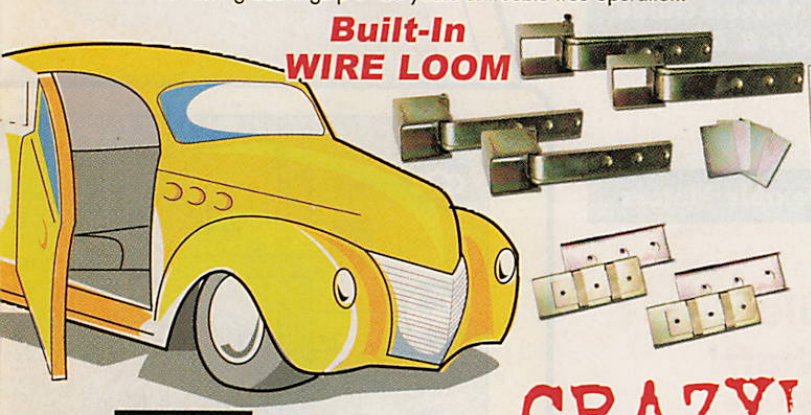
# Suicide Hinge Kits

**Call For A FREE CATALOG!**

Do you want to have the ability to open your doors backwards 90°? AutoLöc's revolutionary Suicide Hinge System offers rugged, heavy duty all steel construction with Zero-Flex Hinges and 3/8" hinge pins. Our unique notch design and adjustable mounting holes insures proper door alignment. Self lubricating bushings provide years of trouble free operation.

- **Zero-Flex Hinges**
- **Thicker & Stronger Construction**
- **Deeper Hinge Pockets**
- **Limited Lifetime Warranty**



**Built-In WIRE LOOM**

**From $299**

CRAZY!

## Suicide Door Safety System

Increase the safety and security of your passengers. Great for all types of doors including cargo, sliding, and overhead. Manual or Electric.

**Available With REMOTE!**

**Manual**

**Electric**

**From $99**

## Bear Claw Latches

Features double rotary "claw" latch insuring maximum performance and durability. Available in small, large and trunks latches.

**Trunk Latch**

**From $45**

**Small Latch**

**Large Latch**

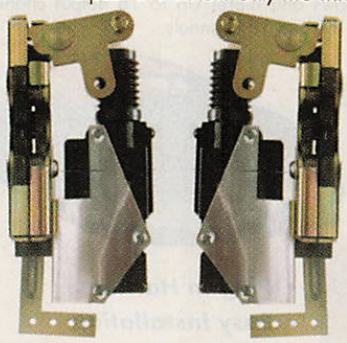
**LOCKING FEATURE!**

## Bear Claw Install Kit

These high quality installation kits make Bear Claw latch installation a snap! Available for small and large bear claw latches.

## Power Bear Claw Latches

The Power Bear Claw Latch System is a bolt-in kit that will pop your vehicle's door open with the push of a button. Only two wires to power up!

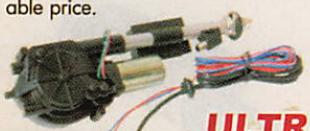


**Available With REMOTE!**

- **Bolt-On Design**
- **Ideal For Thin Doors**
- **Detailed Instructions**
- **Limited Lifetime Warranty**

## Power Antenna

GET CRYSTAL CLEAR RECEPTION! The AutoLöc™ Power Antenna offers the ultimate reception at a very affordable price.



**From $45**

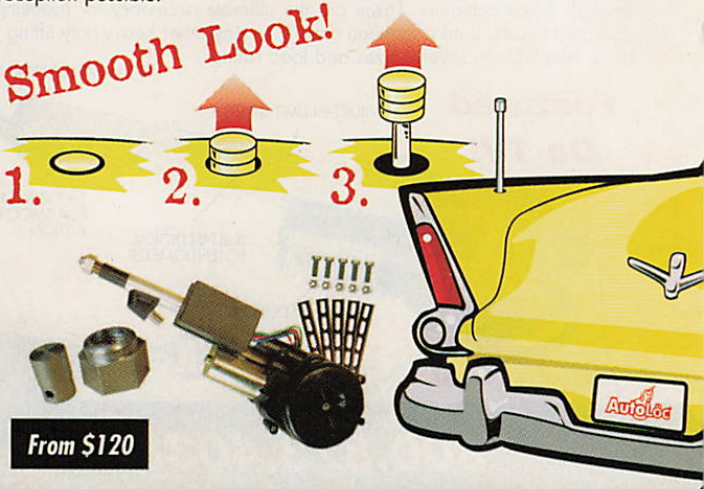
## Hidden Antenna

SHAVE THAT ANTENNA! Now you can shave your factory external antenna and achieve the ultimate clean look for your vehicle.

**ULTRA CLEAR Reception!**

## Flush Mount Antennas

ULTIMATE FLUSH MOUNT ANTENNA KIT! The AutoLöc™ Flush Mount Antenna lets you have the shaved antenna look while still having the best reception possible.

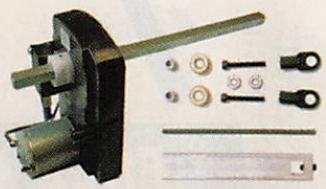



**From $120**

## Motorized Cowl Vent Kit

Kit can be used to motorize your cowl vents, open hinged panels for stereos or reveal hidden compartments. The ideas are endless! Includes detailed instructions.

**NEW!**





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SEE CLEARLY! Insure your safety every time you step in your vehicle! Its universal design also works great for custom applications or as a replacement for your old outdated system. 2 speed operation, heavy duty motors and plug-in harness.

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- **Heavy Duty Motor**
- **Plug-In Harness**

**Universal Design!**

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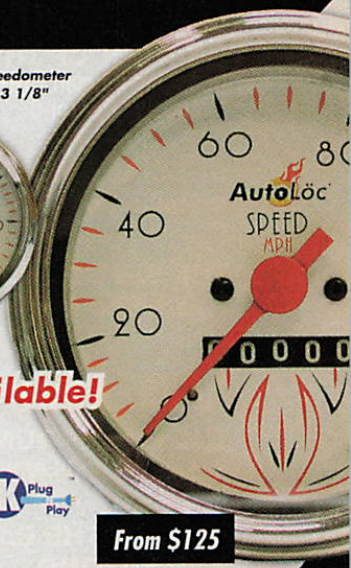


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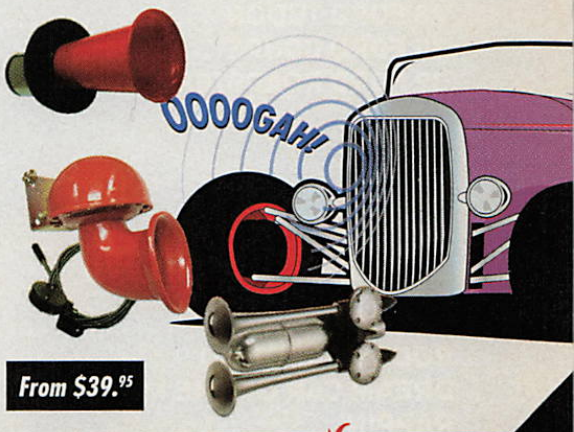


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JULY 2005

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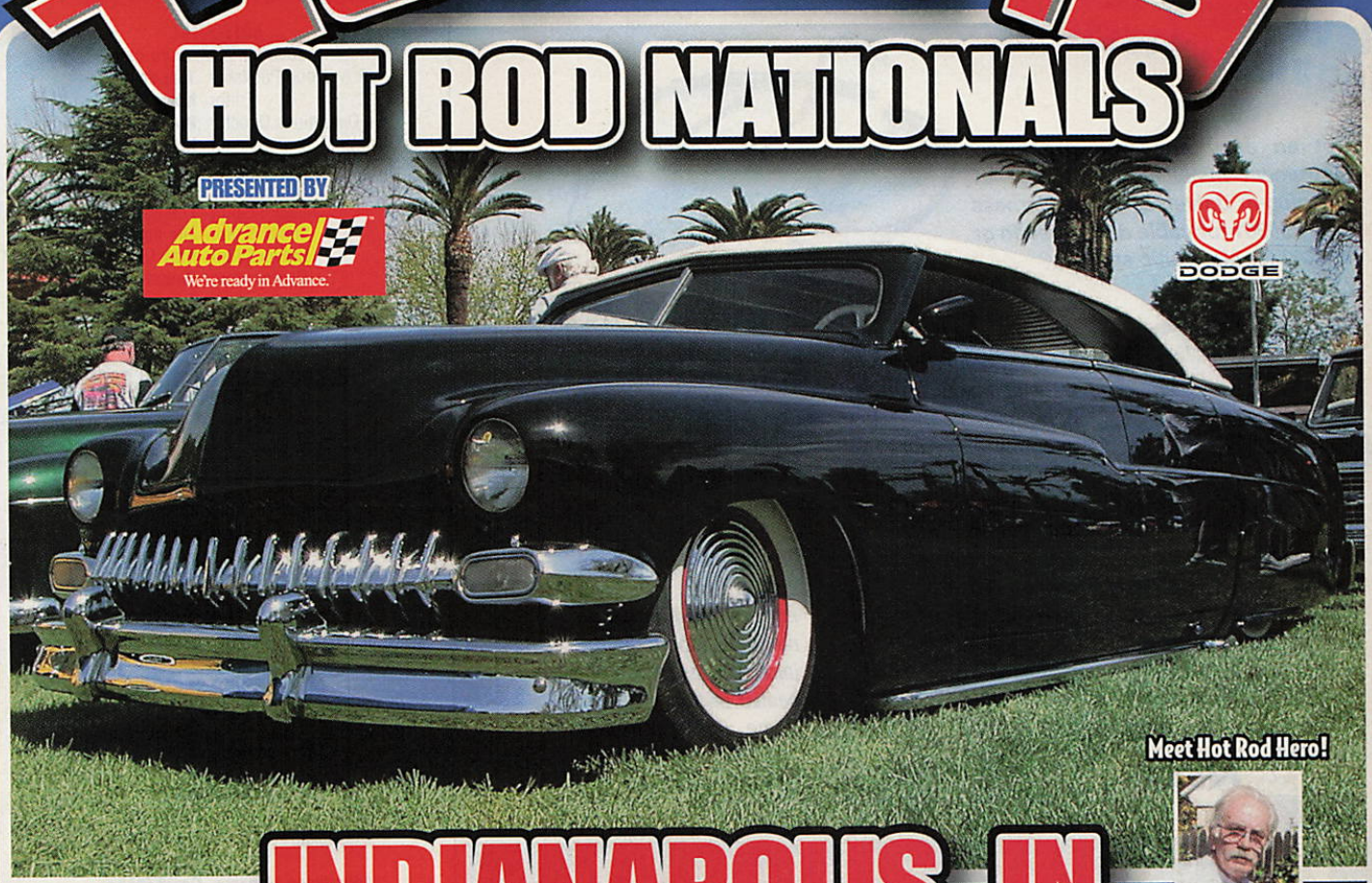

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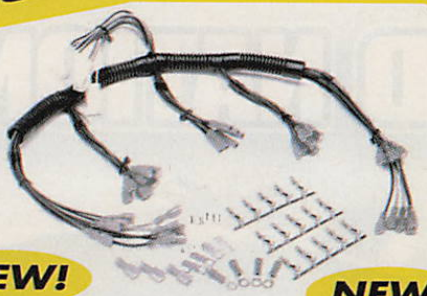

*Get an easy and well organized instrument installation with one of our plug-in Universal Gauge Harness kits. #30301 for cable drive speedo or #30302 for electronic speedo.*

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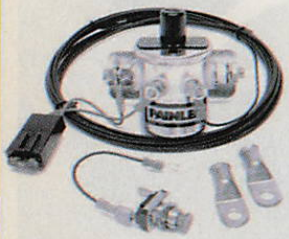

*Eliminate an accidental battery drain while providing an excellent anti-theft deterrant with out new #30206 Master Remote Disconnect with mechanical latching soleniod.*

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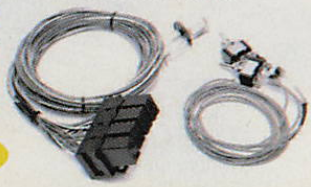

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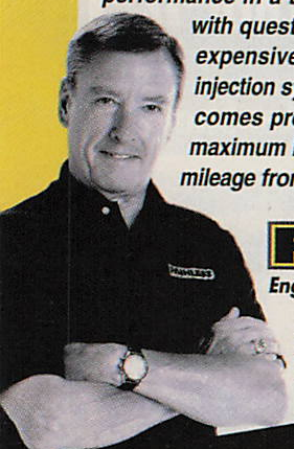

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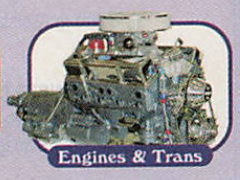
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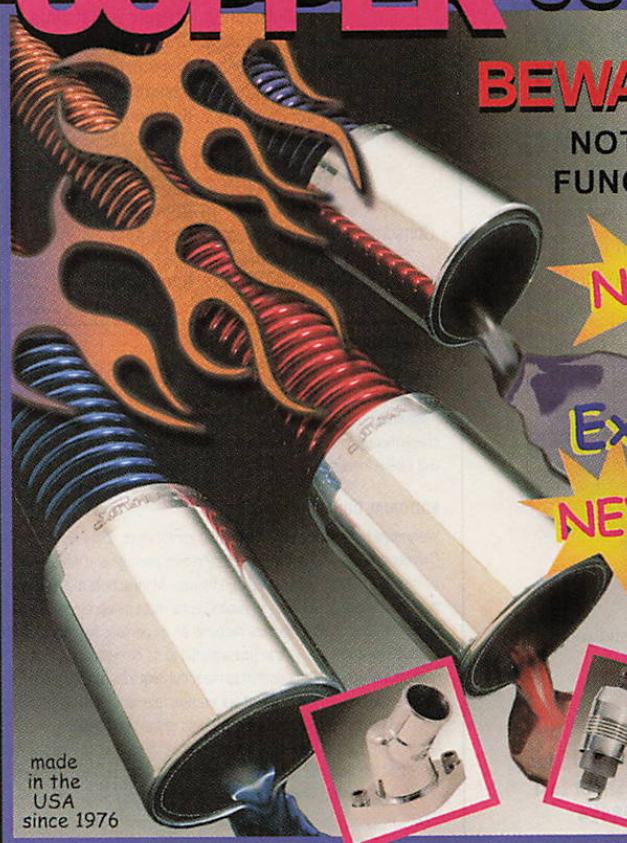


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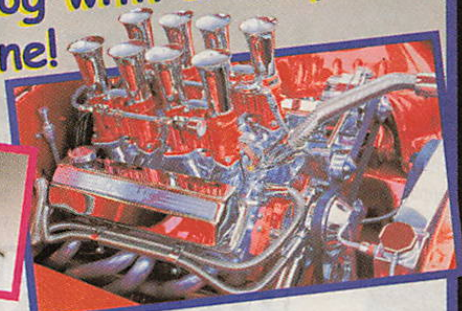

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Art Morrison Enterprises lets you combine classic styling with contemporary chassis technology to create what can best be described as a "fun" ride. In extensive drag strip, skid pad and slalom testing conducted by a leading enthusiast publication, Morrison's "GT55" recorded numbers comparable to a new C5 Corvette. Best of all, you can literally unbolt the body off any 1955-56-57 Chevrolet and drop it on to a Morrison chassis.

***Look at the key features of a "GT Sport" chassis...***

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- Tubular A-arm front suspension with coil-over shocks
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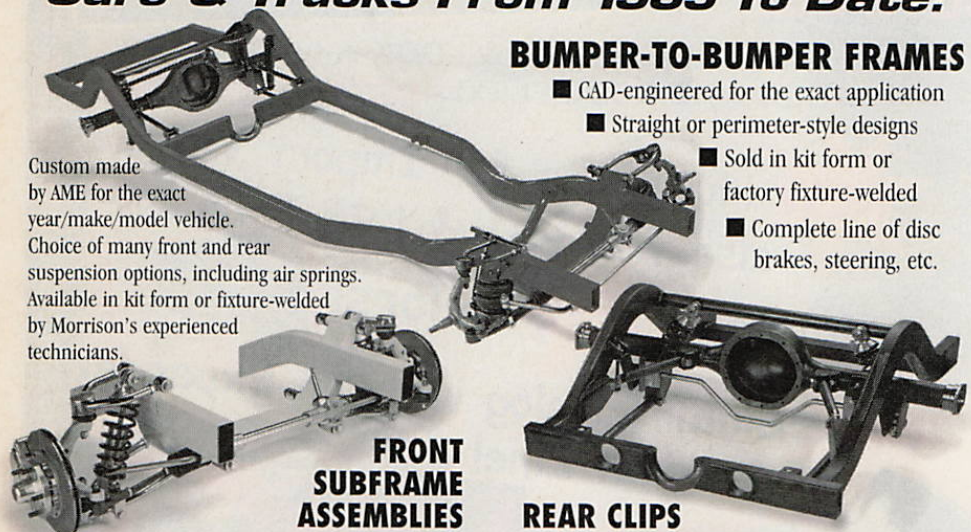

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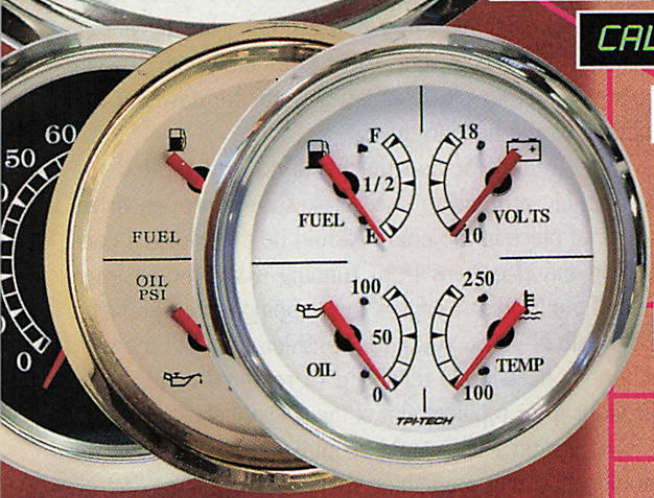
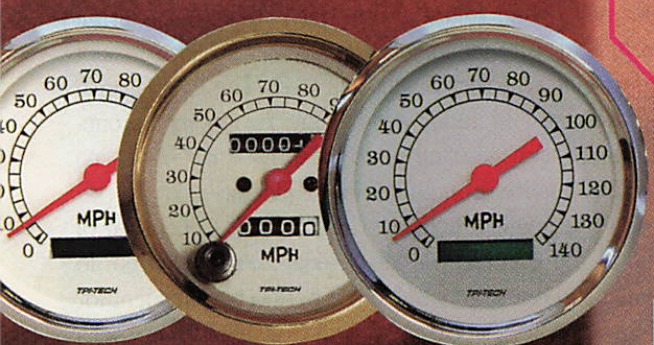
service — ***Oil Change reminder***— press the button, follow the prompts and set the desired mileage until the next oil change. SERVICE will appear in the window when it's time.

0000 — ***Choose either miles or KLM***




*3-3/8" & 5" quads with programmable speedometers*

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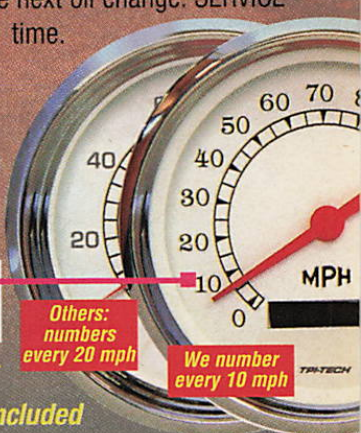
***Numerals every ten mph***—a little thing that makes our gauges easier to read

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# Up Front

By Jim Aust

*(Editor's note: If you noticed a different name on this month's column, you can relax—we haven't played musical chairs again. Remember I threatened to let the staff write one once in a while so you could get a handle on the people you're reading every month. Jim answered my call first and, since I didn't have mine done for this month, I took the easy way out.)*

## Livin' the Dream

Hey folks, been a while since I sat down to write a monthly chat with readers, and frankly I miss it. Since we last spoke a lot has changed. My last gig had me traveling the country to all the Goodguys' events, snapping pictures and putting together a monthly magazine in my "spare time" between flights. I was told when I took that job: "It'll be the experience of your life," and boy was it! I met so many great people and made friends that I will keep for the rest of my life. Now that I haven't had to travel as much, I find myself chompin' at the bit to pack my bags and hit a few car events.

Most rewarding to me now is where the big changes have really happened. Before I was lucky if I had enough time to wash my car once a month and put a battery charger on the Model A so I could move it around my understanding landlord Rich Guasco's driveway (thanks Rich!). I now actually get to work on my car as part of my job and will get to drive the fruit of my labor to various events I have only dreamed of attending.

This impending road tripping has meant that I really needed to make some changes to my '29 Model A Tudor. I have planned and built this car a million times in my head. This sedan was a very nice older restoration that had been occasionally used for local parades and weddings. It was in really great shape, but the mile-high stance (quite possibly the highest stock Model A I've ever seen), along with the temperamental four-banger and unforgiving non-syncro double-clutch transmission, didn't make it the most pleasurable car I ever drove (something's just not right about a car topping out at 52 mph).

Still, it was the first old car that was actually running, registered, and insured all at the same time. But all too quickly I realized the hard work was still ahead of me. The game plan for this one was simple: change as little as possible to make it both cool and reliable. The concept for "cool and reliable" is uniquely different for every rodder, but my idea was to use as many of the original Ford pieces as possible and blend them (bolting together as many as possible) with the necessary hot rod pieces. I'm not a fabricator with a well-stocked shop, so old techniques from the dawn of hot rodding would have to do.

I've already tackled the frontend and treated the stock banjo rearend to juice brakes and an open drive. The final piece in the puzzle would be the engine. I considered many options from running a late-model trans behind the Model A engine, to swapping a tried-and-true Chevy small-block. All of the considerations left me with either a concession to reliability, or required major modifications to or replacement of the original chassis.

The option I felt would require the least amount of modification was something that seemed almost "retro" and a reminder of my '70s youth. The first *Rod & Custom* magazines I actually had a chance to buy off the rack (I had stolen all my dad's '60s *R&C*s at an early age) were the late '70s quarterlies. In this series of magazines a project was born called "The Gas Crunch Sedan." This '29 Tudor was battling the impending one-dollar-a-gallon gasoline price by using a petrol-sipping Pontiac Sunfire "Iron Duke" four-cylinder.

In my youth I thought of nothing but some form of V-8 in my eventual Model A sedan, but when I got to thinking about what would be a perfect replacement for the ol' banger, the Chevy II 153ci "heartbeat" was all I could think about. The first problem I encountered was that not enough people thought as highly about the little mill (which produces roughly three times the horsepower as the original Ford offering) to have saved many unabused examples. I kept my ears open for months and kept switching gears to more easily obtainable forms of power. Then when all hope was almost lost, a good friend (and fellow Chevy II engine fan) mentioned that yet another friend had just picked up his third Chevy banger and might be willing to part with it. I was quickly on the phone and a couple days later picked up a complete 153ci engine/Powerglide trans combo.

Hopefully stories of the travels and exploits of the banger-powered '29 sedan will soon find their way onto these pages, but for now I have some motor mounts to build and a few stories to write to keep the real editor happy. See ya'll soon! Thanks, Jim. R&C

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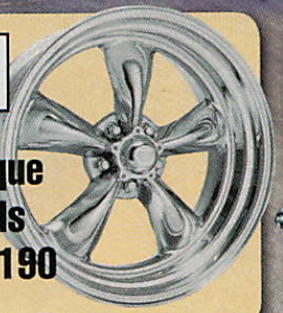

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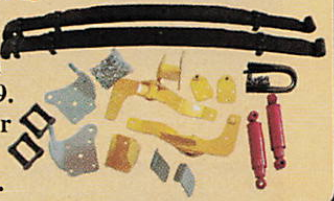

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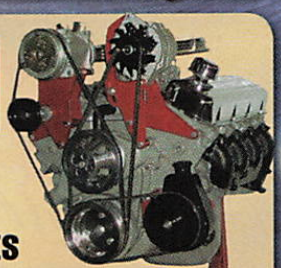

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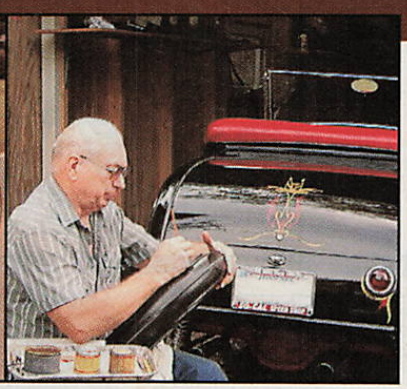
# Rod'in Around

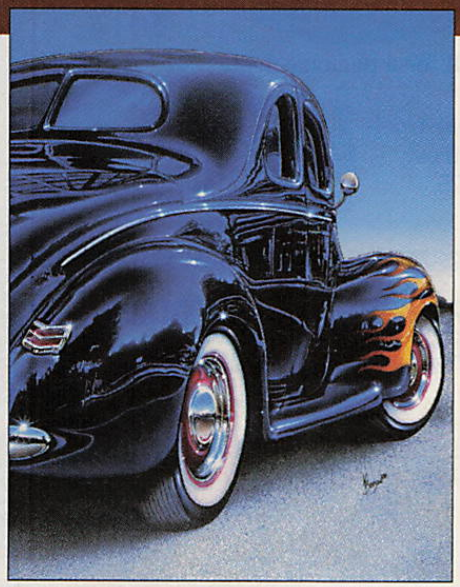


## YESTERDAY'S YOUNG GUNS

Tom Sanborn of Lyles, Tennessee, is an artist, pinstriper, hot rod builder, and the lifelong hero of his friend, Marty Crain, who sent us these photos and relayed this story: "Tom is to the mid-South what Von Dutch was to the West Coast, the biggest difference between them being that Tom has always been easily approachable."

Tom began building his gold '26 Ford Model T roadster pickup in 1962. As business travels took him all over Tennessee, he got to know hot rodders in every corner of the state. In 1965, he and fellow members of the Nashville Street Rod Association started the first rod run in Gatlinburg, which was the precursor to Shades of the Past. In this 1965 photo, Tom cruises his RPU through Pigeon Forge on the way home from that first event.

Nowadays, Tom is still building hot rods, and helping other rodders build their own. He still drives his '26, which has been rebuilt many times. It is now orange with full fenders, chrome rails, a '69 Jag suspension, and an original set of Halibrand magnesium wheels. The 327 that powered the car for decades was recently replaced by a 350. The only components left from the old days are the Offy manifold topped with six Strombergs, and the guy behind the wheel.



## On the WALL

### Artist: Kevin Beeson

Kevin has been drawing and painting since he was a kid, and grew up with a father who was into musclecars. This self-taught artist began combining cars and art when he was a high school senior, and saw several airbrush artists painting T-shirts at a local car show. His mother bought him an airbrush for his birthday, and Kevin and a friend started hitting the local auto and motorcycle shows. Airbrushing cars and bikes for customers provided his formal art training, as he perfected his technique and grew his reputation.

Beeson's artwork has developed to a level where it is now presented through Web site galleries. Rather than placing his street rod subjects in nostalgic landscapes, he focuses on the vehicles themselves, letting his vibrant, realistic style highlight the design and appeal of the cars. His work (including "Forty Something," shown here) is available as posters or limited-edition Gicleé prints. You can see more Kevin Beeson artwork at www.streetrodart.com and www.automotive-art.com.

## R&C GETS STUCK UP

We recently pried open a crate full of *Rod & Custom* decals, which now decorate our cars, toolboxes, shops, and every stop sign from Malibu to Mexico. These are not water decals, but high-quality vinyl stickers, so they can be used anywhere. And we've still got a bunch left of each style. Want one? For free? We'll send you one or maybe both if you send a self-addressed, stamped envelope to *Rod & Custom* Sticker, 774 S. Placentia Ave. Dept. R&C, Placentia, CA 92870. Offer good until we get tired of stuffing envelopes.

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| 40-46 | 3-3/8" quad | $150 |
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| 47-53 | 5" quad | $130 |
| 54 | 3-3/8" quad | $130 |
| 54 | 5 hole | $190 |
| 55-59 | 3-3/8" quad | $130 |
| 60-66 | 5 hole | $140 |
| 60-63 | 6 hole | $140 |
| 60-66 | 3-3/8" quad | $140 |
| **Chevy Car** | | |
| 37-39 | 3-3/8" quad | $130 |
| 40 | 5 hole | $150 |
| 41-48 | 5" quad | $167.50 |
| 55-56 | 3-3/8" quad | $145 |
| **Ford Truck** | | |
| 34-38 | 5 hole | $130 |
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| 48-52 | F-1 3-3/8" quad | $130 |
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| 53-55 | F-100 5" quad | $130 |
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| 32 | 5 hole | $130 |
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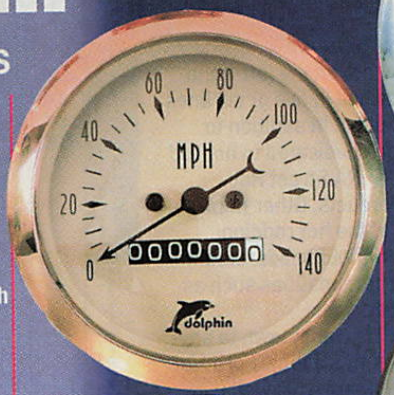
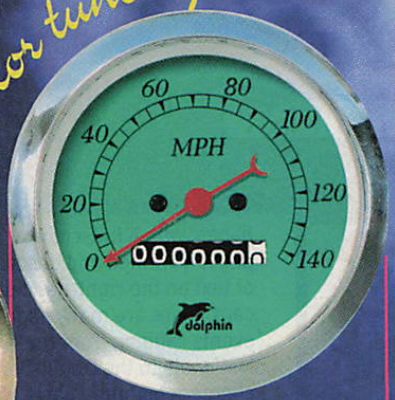
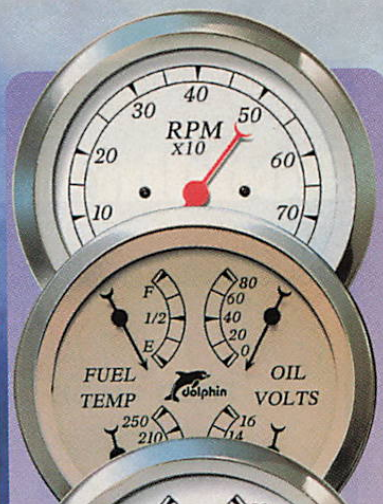
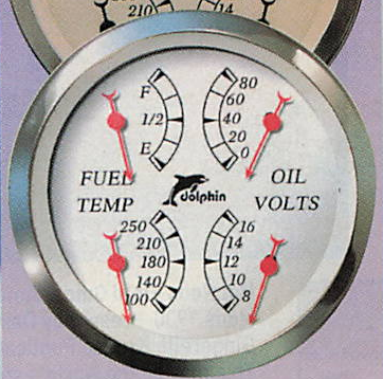
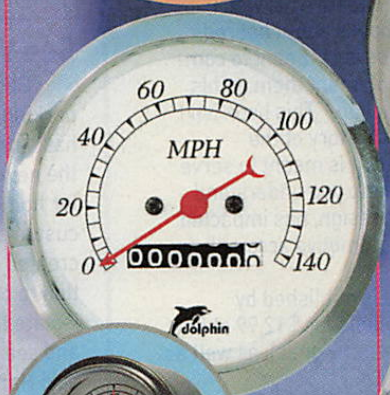


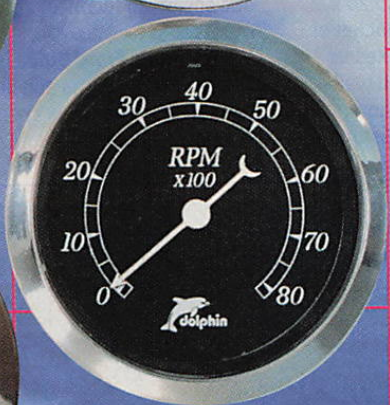



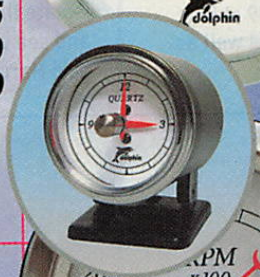



*new beige face with stainless bezel*



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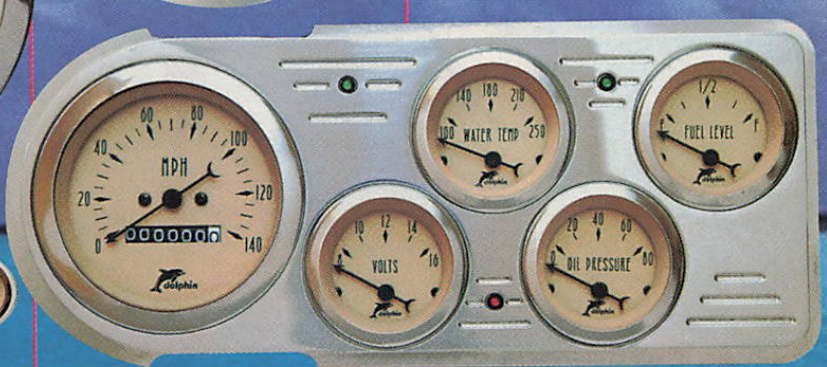


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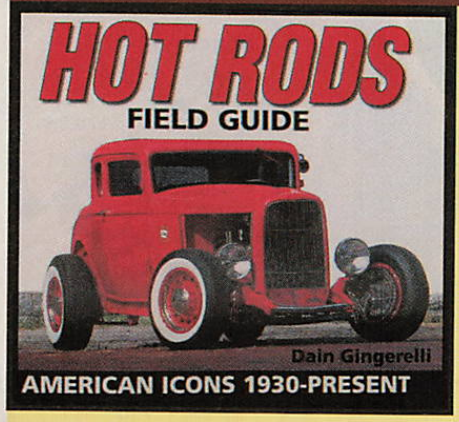


R&C BOOK REVIEW

**Hot Rods Field Guide:** American Icons 1930-Present by Dain Gingerelli, Krause Publications
This may be the world's smallest coffee table book, but what *Hot Rods Field Guide* lacks in size (at 5.25 x 4.25 inches it will fit in the pocket of your jeans) it more than makes up for in content. More than 100 well-known hot rods, customs, show cars, and drag racers fill 400-plus-pages, with a full-color photo on the left-hand page, identified and described in five or six lines of text on the right-hand page. In addition to cars, there are many pages dedicated to hot rod events ranging from the NSRA Street Rod Nationals to the Donut Derelicts. Other mini-chapters highlight parts of the hot rodding lifestyle, such as Super Winfield heads, club plaques, Bonneville, and personalities such as Wally Parks and Ed Iskenderian.

Author Dain Gingerelli is well known to anybody who reads a lot about this hobby. *Ford Hot Rods* and *Hot Rod Milestones* are his well-known, more extensive books about hot rodding. *Hot Rods Field Guide* isn't meant to compete with them, but complement them. In his own words in the introduction, "This book isn't intended to be a textbook history of the American hot rod. Instead, it is meant to serve as a field guide that can help you understand how the hot rod, as a car design, has impacted our society in terms of automotive accomplishments."

***Hot Rods Field Guide*** is published by Krause Publications and sells for $12.99 at fine bookstores (and a few crummy ones), as well as at www.krausebooks.com.

## See Ya At Suede & Chrome

"Garage Grown," one of our favorite parking areas at Goodguys events, now has a new name. "Suede & Chrome" is the new name of the area designated for homebuilt traditional-style rods and customs. The special parking area is created to encourage and draw attention to owner-built "retro rods," not to isolate them. "We hope they come out and see what our events have to offer," said Harry Daviess of Goodguys. R&C

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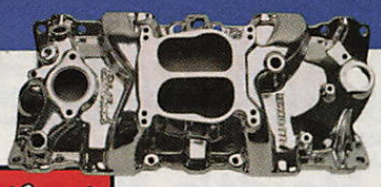

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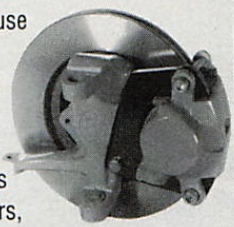

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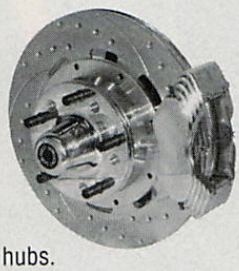

Polished or Black Calipers, slotted and drilled rotors, polished hubs.

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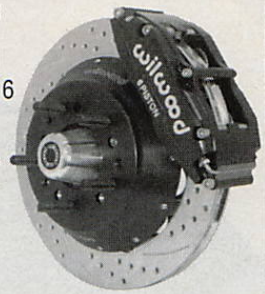


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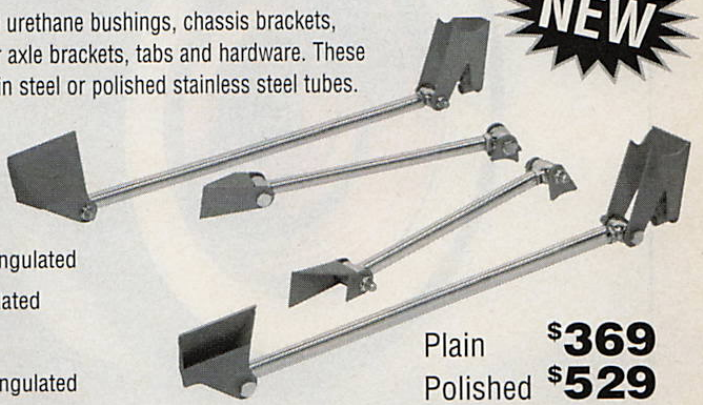

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# Dream Car of th

## '32 Ford Three-Window Coupe

**By Russell Dirks**

Despite the increasingly popular retro/nostalgia race cars, this Deuce is the hot rod I would build. The inspiration came from a friend's car. The idea was to create, as accurately as possible, a drag race-styled competition vehicle that looks like it just rolled out of 1960. Not only does this vehicle have the right look, but it would, theoretically, also cook on the dragstrip.

Beginning with a coast to coast 'Glass '32 Ford three-window coupe, the modifications would start with a serious 6-inch chop of the lid.

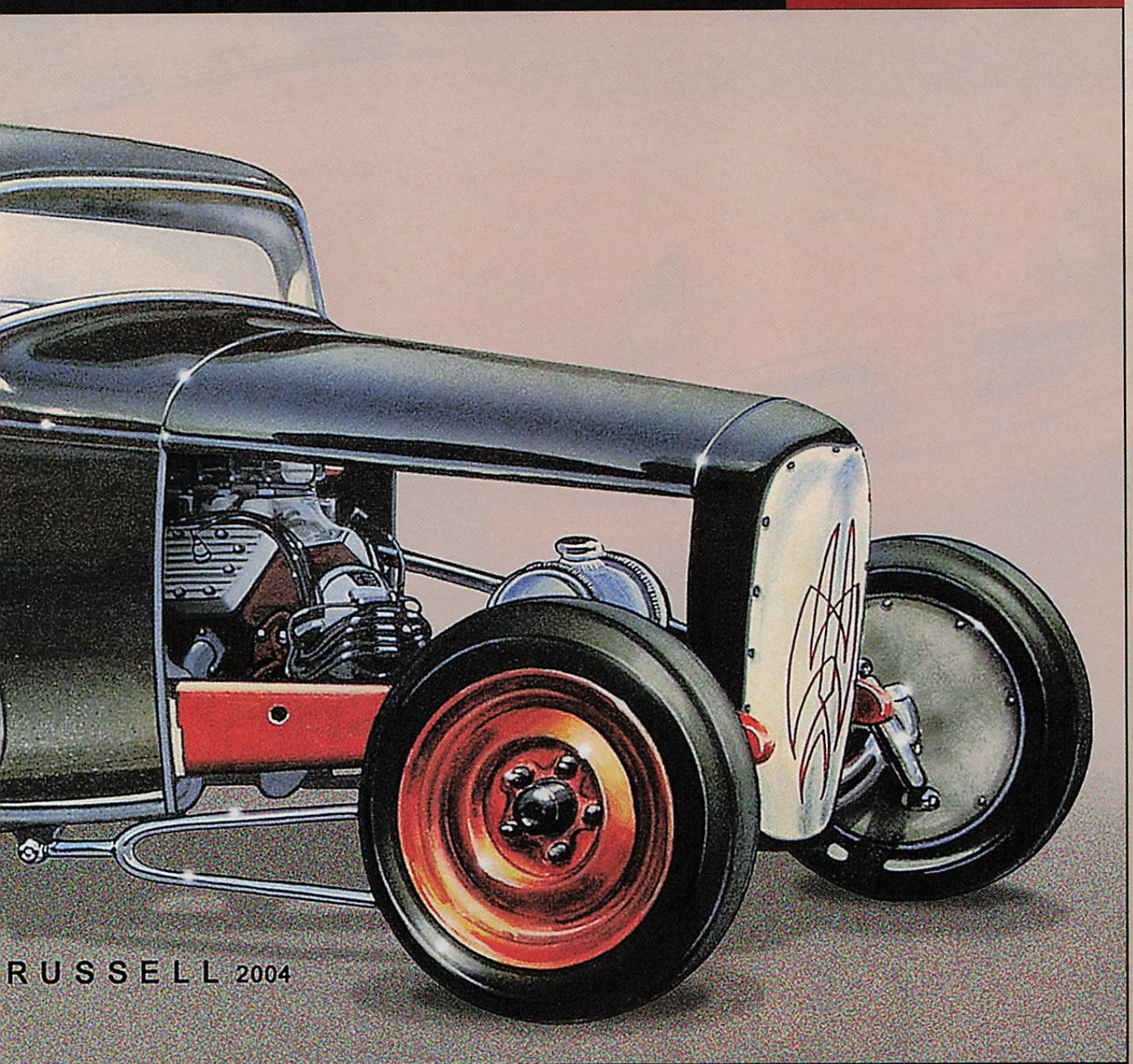
## Month

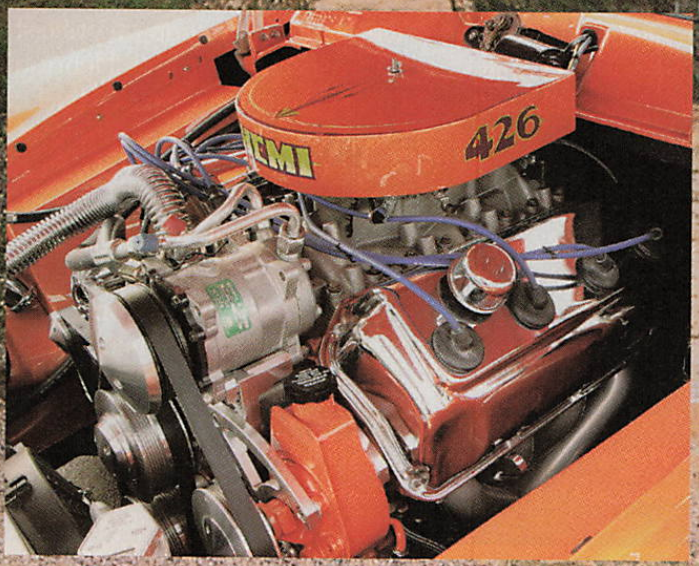
Then I would settle the whole thing 7 inches over the original Ford framerails. And because the coupe rides on traditional hot rod underpinnings with an aggressive rake, steel wheels with front skinnies and whitewall slicks would add to the whole retro theme.

For motivation, a "modern" built '48 Merc flatty with all the go-fast goodies would sit righteously aft of its original location—practically in the driver's lap. And dig those straight pipes poking out just under the body. Filling the void just behind the grille shell mounts would be an original Moon tank in all its glory.

The cockpit would be all about function, with salvaged aluminum aircraft seats, a butterfly dragster-style steering wheel, and period-correct gauges. Throw in some period-proper aesthetics such as machine-turned gold leaf numbers, a Naugahyde snap-on grille shell cover with pinstripes, Henry black paint, and a couple of wheel covers, and you got yourself one wicked racer to hit the next nostalgia digs or automotive shindig in your neighborhood. And kids—remember to check with your local sanctioning body as to proper safety equipment requirements. R&C

You'll find more of Russell Dirk's art at www.automotiveartists.com/russelldirks.






## John Jones' and Steve Green's '55 Studebaker

# Lone Star Stude

By Tim Bernsau
Photography by Kevin Lee

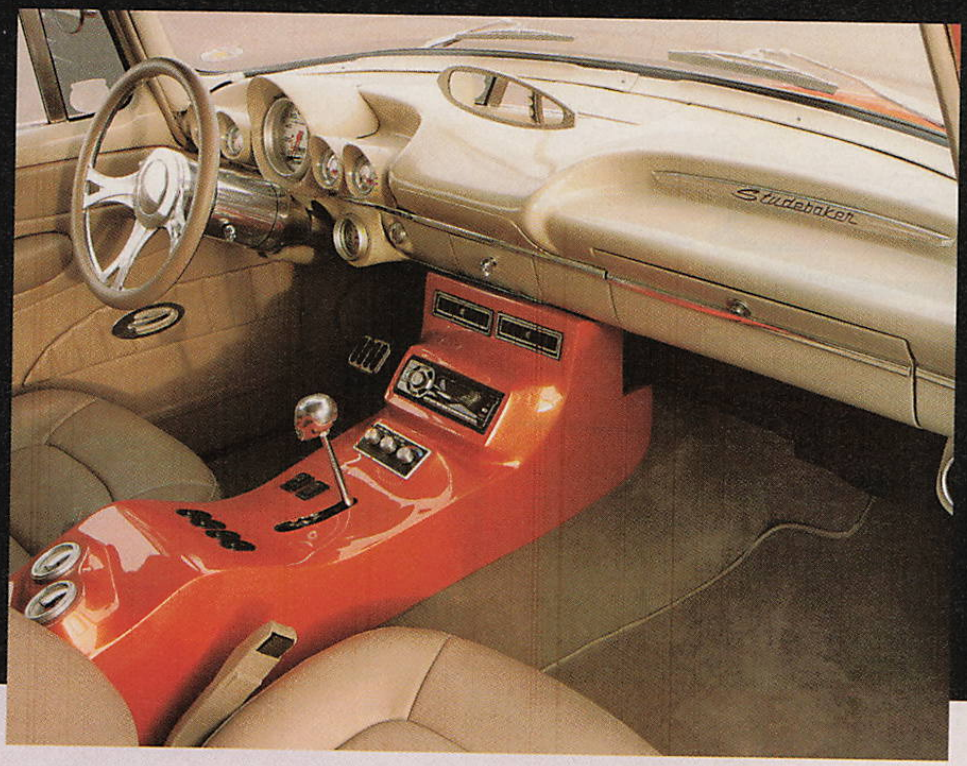
John Jones and Steve Green are both wagon guys. Not too long ago, John was driving a '56 Chevy two-door and Steve, John's son-in-law, had a '66 Nova wagon. Both cars were great, but not the "something different" John and Steve were both interested in building. Of course, everybody's idea of something different is ... well, different, but a Hemi-powered, mid-tech, two-tone Studebaker surfer wagon is the dead-on definition in just about anybody's book.

Steve gets credit for finding the car, listed for sale in the pages of *Hemmings Motor News*. The '55 was located in Sacramento, California—about 2,000 miles away. John got on the phone to the owner, who told him the wagon had been resting immobile for more than a quarter century. After a little negotiating, a deal was struck, and the wagon was soon on a hauler heading for eastern Texas.

You can take a guess as to what kind of shape the yet-unseen survivor was in when it showed up at John's house in Tomball, Texas. Where it wasn't bent, it was dented. Where it wasn't dented, it was rusty. But every inch was original Studebaker sheetmetal, and good raw

material for a first-class contemporary custom.

Traditionally the idea of a custom is to emphasize the characteristics that are already there. John and Steve figured that the best way to do that with the long, swoopy two-door wagon body was to accentuate the length with a 3 1/2-inch top chop. With that single modification, the wagon immediately starting to look like the "something different" they were after–but not different enough. What the Studebaker body really needed, they decided, was the distinctive '53 model frontend. That modification "required a lot of cutting and welding to the fenders and hood to make it look right and fit correctly." The effect is perfect, instantly



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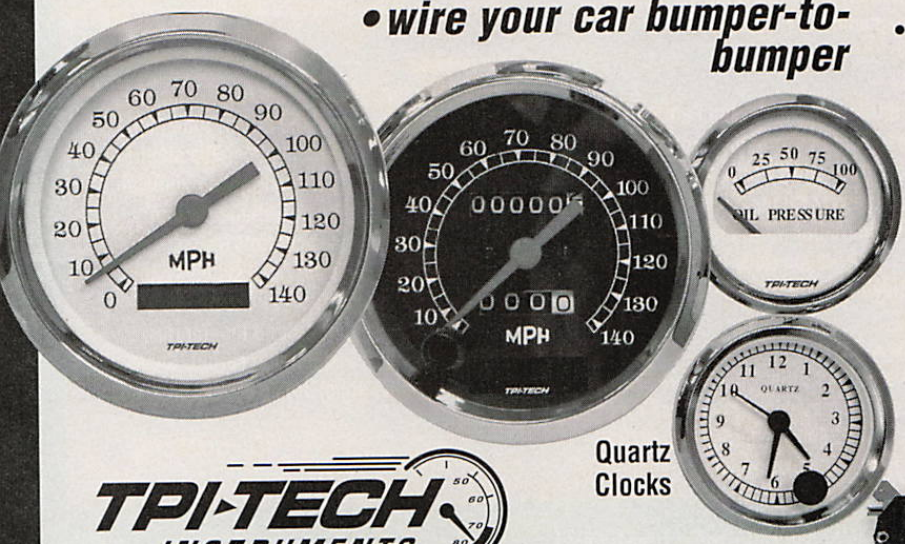


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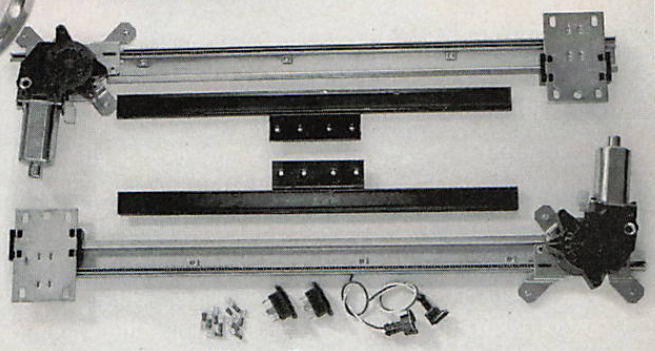

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Tomball, Texas
'53 Studebaker Wagon

**Drivetrain**
An owner-fabricated air cleaner identifies the stock 426 Hemi crate engine (worked over by David Nickens Racing in Conroe, Texas) and covers the Barry Grant Demon 750 carburetor. Other custom components include the March pulleys and brackets, Griffin radiator, and Sanderson headers. John wanted an OD transmission for the frequently driven wagon; Phoenix Transmission assembled a 700-R4 for the purpose (and built a custom adapter to mate it to the Hemi). The Dana 40 rearend is equipped with 3.23:1 gears.

**Chassis**
A front subframe from Fat Man Fabrications is equipped with Mustang II spindles, tubular control arms, and 11-inch disc brakes. Rear suspension includes a four-link system and Panhard bar. Rear brakes are 12-inch discs. The wagon rides on QA1 shocks and Air Ride bags front and back.

**Wheels & Tires**
The 18x8 and 20x9 Billet Specialties SLX01 five-spokes wrapped with BFGoodrich radials measuring 225/40ZR18 and 245/40ZR20 really fill the front and rear wheel openings.

**Body & Paint**
The most obvious mods to the steel Stude two-door wagon are the 3 1/2-inch haircut and the '53 front clip grafted to the '55 body. Look closer to see the rear pillars leaned forward 8 inches, the molded-in tailgate, shaved door handles, and stainless grille. Walter Jones at Collision Pro in Houston did most of the bodywork, and sprayed the '01 Lamborghini orange, complemented by '03 Lincoln Pearl Beige on top. Custom glass came from Corrells, and Schmidt Machine custom-built the surfboard mounts.

**Interior**
Narrowing the '60 Chevy dash by 6 inches made it a perfect fit in the Stude. Auto Meter gauges fill the instrument pods. The steering wheel is from Billet Specialties, spinning an ididit tilt column. The handmade custom center console houses controls for the Hot Rod Air A/C unit and the Sony sound system, plus the Lokar shifter. Steve Green, Jeff Garrett, and John Jones built the interior panels, console, and laid the carpet. Steve and Jeff did the upholstery work using beige leather.

identifies the wagon as a Stude, and leaves Studebaker fans scratching their heads until they figure it out.

The surprises keep coming when the hood is lifted to reveal the 426 Chrysler Hemi crate motor. Swinging open the doors reveals a leather-upholstered custom interior, including a hand-fabbed console, and the dash out of a '60 Chevy.

Of course, the look is completed with low-profile rolling stock and the eye-popping orange finish, set off by a little bit of beige. And although there are surfers on the Gulf Coast of Texas, the short board on the roof of the wagon only gets wet when it's raining. Even so, John and Steve knew it would make a sweet finishing touch to the overall look of this definitely different custom Studebaker wagon. R&C

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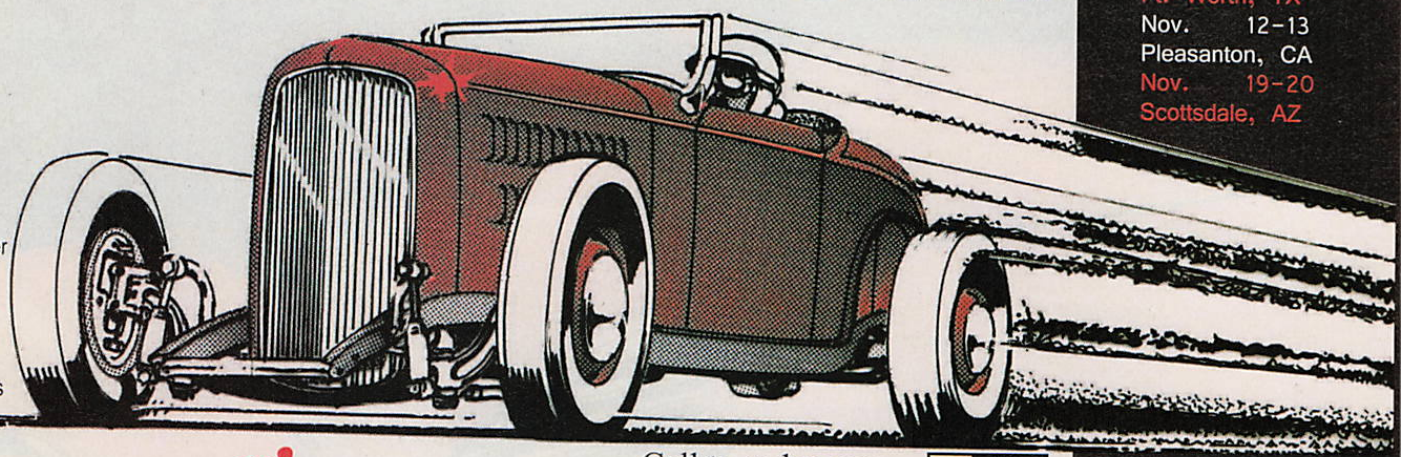

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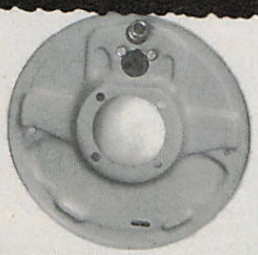

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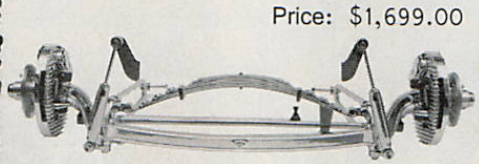

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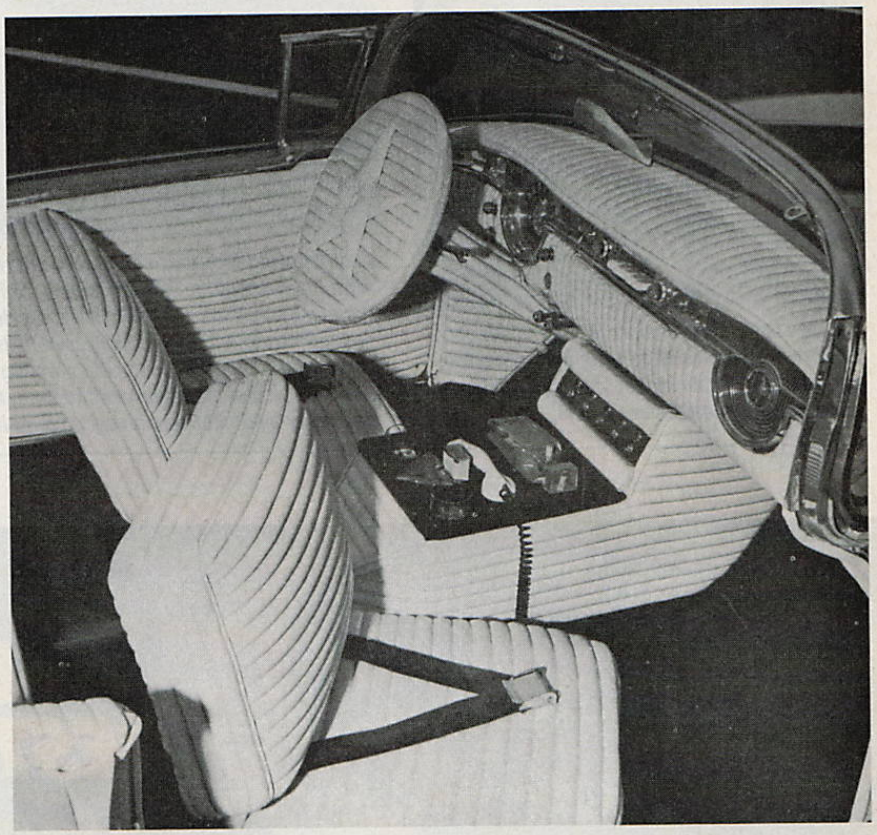
'60s, '70s, and Beyond

# The Inside Story

## Part 2 Styling Guide to Traditional Rod and Custom Interiors

**By Jim Ausf & Tim Bernsau**
**Photos from the Rod & Custom and Car Craft Archives**

If you're building a contemporary, high-tech street rod or custom, interior design is limited only to your imagination. But if it's a traditional look you're after, then the style of your seats and other interior components should be accurate to whatever era you're into. Last month we showed you some of the definitive upholstery and interior styles of the early decades of the hot rod hobby. This month, we're still on the inside looking out for some of the trends that defined the look of rods and customs in the '60s, '70s, '80s, '90s, and into the 21st century.



### The '60s

Style-wise the early '60s were an extension of the late '50s but was marked by a movement away from simpler, more conservative tastes and toward flashier, more elaborate designs in hot rods and custom cars in general—and interior styles in particular. Some of the interior characteristics already mentioned in our discussion of the late-'50s included brighter fabric colors and more use of chrome. Rolls 'n' pleats remained popular in the early '60s, but upholsters were beginning to depart from the standard vertical seams and horseshoe patterns in favor of more creative looks. Diamond tuft and button-tuck jobs became more elaborate. Seats did too, as custom overstuffed swivel seats became popular alternatives to stock benches or sports car buckets.

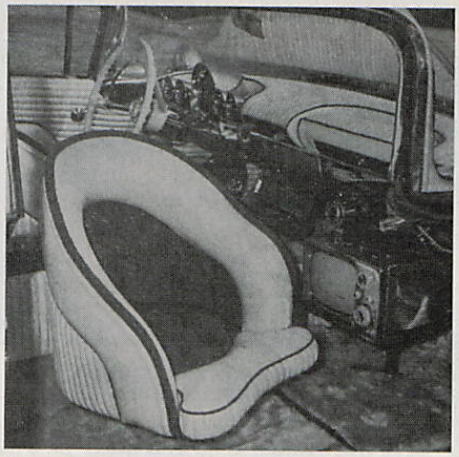
Fabrics were also changing, as cloth and leather seat covers were pushed aside by synthetics such as Naugahyde (an early "leather-like" vinyl). The creativity that came about in the previous decade kept getting wilder, as the youth movement moved popular taste in a hipper, more nonconformist direction.

The change in the style of factory cars affected hot rod and custom interiors. By the early '60s, bucket seats were more common in factory cars, and builders could pull a pair out of an Impala, Grand Prix, Corvair, or Falcon. Gene Winfield recalls the look in custom cars early on, and in rods a few years later. Bench seats were still a popular choice in rods, with upholstery modified to carry into the door panels. For a more extreme look, builders used boat seats, swiveling captain's chairs, and custom sculpted seats. Button tuck began to appear in place of rolls 'n' pleats.

Of course, a simple steering wheel would not fit the overall theme, and builders started

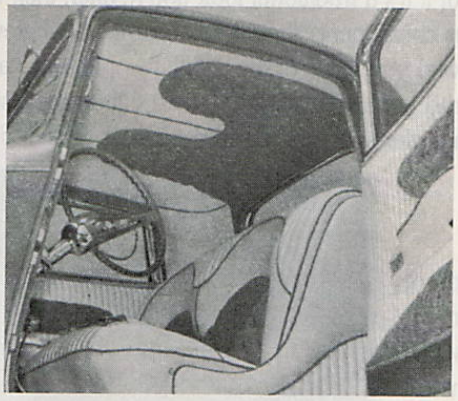
## The Inside Story

*Interior designs reached an all-time peak of outrageousness during the early '60s. This one goes farther than the average rod or custom with joystick steering and an in-dash TV set.*



*One of the great landmark cars for two customizing greats, Bill Hines and Eddie Martinez, was Tats Gotanda's '59 Chevy Impala known as the Buddha Buggy. As a popular indoor show car, Tats' '59 was upholstered multiple times by Martinez. The interior included four custom-made bucket seats decked out in 1-inch pleats and popular frieze material.*

*Besides unlimited amounts of rolls 'n' pleats, modern electronics were a big part of custom car interiors. In the indoor show car world, more gadgets meant more points.*



*Another great Martinez-sculptured interior is seen in Art Lehner's '32 Ford coupe. While not the most practical, these creative interior designs stretched the boundaries of artistic expression. Note the '59 Impala steering wheel that was almost mandatory at the time, and has today again become a very popular item.*

using late-model factory wheels, such as the extremely deep '59 to '63 Oldsmobile wheels. The white 1959 version was popular, and in 1961, Oldsmobile was color-coding the wheels. Winfield recommends a '49, '50, or '51 Mercury Monterey wheel as a choice for a '60s style custom. They were popular then and are hard to find now, except as reproductions. A more extreme look would be a cut-down wheel, modified into a butterfly shape similar to a race-car wheel.

Stewart-Warner gauges remained popular, especially a line of marine application instruments available in the '60s. Custom builders installed them in hand-fabricated instrument panels.

With the introduction of muscle cars in the mid-'60s, hot rod and custom car builders found themselves competing with Detroit, where GM, Ford, and Chrysler were starting to manufacture factory hot rods. The interior style elements that customizers and rodders had been doing for years, including bucket seats, lower silhouettes, floor shifters, and an overall combination of performance and style, were now being installed on the assembly line. As muscle cars edged rods and customs out of popularity on the street, there was a proliferation of show rods and customs. The rods and customs we would call traditional were fighting for attention, not only from muscle cars, but also with the scratch-built show car, which got more and more extreme as the '60s continued. Shag carpeting, custom

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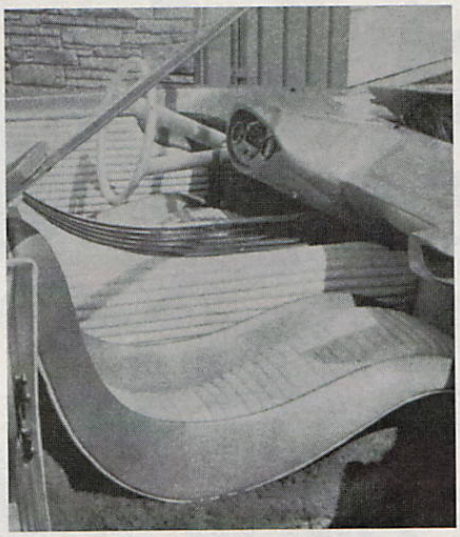
seats out of a science fiction movie, and completely hand-fabricated components turned heads at indoor shows and on the pages of magazines, but were not exactly traditional–or practical.

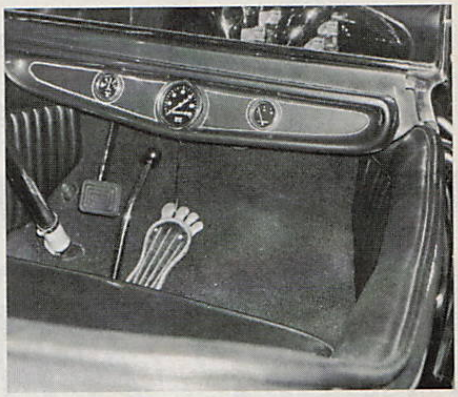
The show car circuit played a significant part in moving modified cars in a progressively more unreal direction in the early decade. This was especially true of customs, which had abandoned the look we'd call "mild customs." The customs associated with the '60s were completely hand-fabricated cars that bore little if any resemblance to any model coming out of Detroit. Ed Roth and others redefined customs as one-off phantom creations. Others went a step further, turning out customs, or "kustoms," built to look like non-automotive items like phone booths, buggies, caskets, and German helmets. As you'd expect, the interiors in such customs had nothing to do with function, and were styled to keep up with the outrageous exterior designs.

Styles weren't quite as out of control on street rods-yet. In the early and mid-'60s, the less radical look of rods included upholstered fiberglass buckets. Machine-turned steel was beginning to appear on the dash, along with polished wood, and fiberglass (often with wood inserts). Metalflake paints on the interior, novelty shifters, footprint pedals, and headrests started to appear in rods.

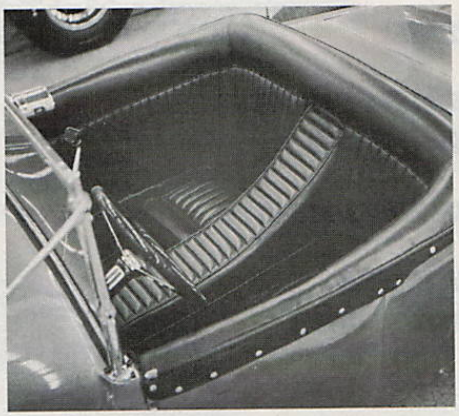
Luckily, rodders going for a '60s look today can avoid that excess by borrowing from the other big hot rod movement that exploded in the '60s: drag racing. As rods



*Darryl Starbird has always been a forward thinker when it comes to his automotive creations. The interior of his Ultra Truck with its swoopy seats, minimalist dash, and chrome accents is just as modern today as it was 40 years ago.*

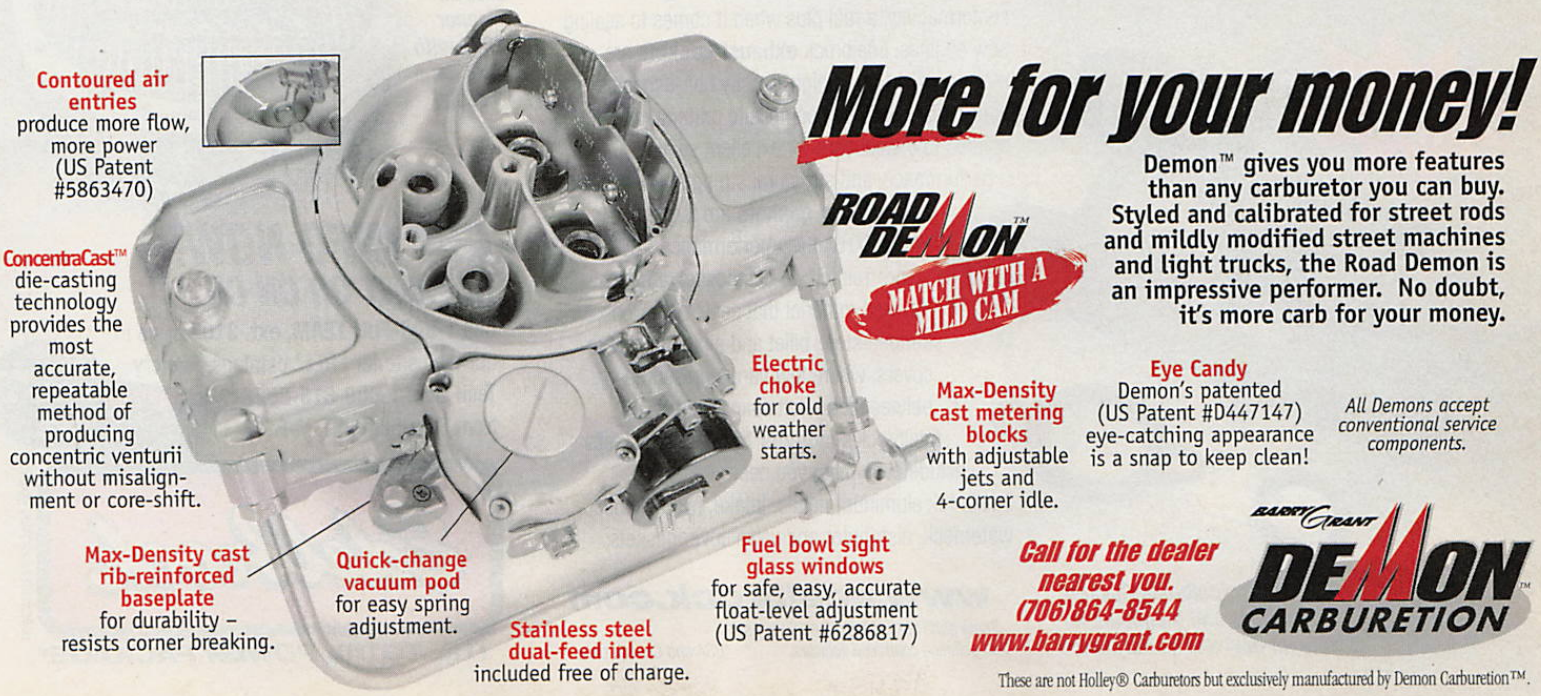


*Sixties interiors could be simple. This roadster from the mid-decade featured a minimum of gauges, a bench seat covered in leather rolls 'n' pleats (wrapping around and over the deck and doors), floor shifter, low nap carpet, and a foot accelerator.*



*This mid-'60s roadster features a tasteful center console splitting the cockpit, which has been done in rolls 'n' pleats, probably the most enduring upholstery style.*

*Here's a nice example of button tuft Naugahyde from the mid-'60s show circuit. These reverse-dish steering wheels were often used on earlier rods during this time, although this looks funny above a four-on-the-floor stick.*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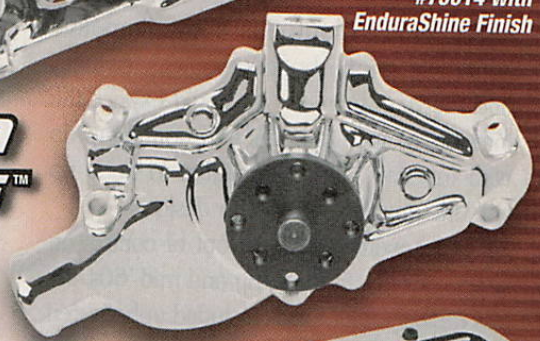

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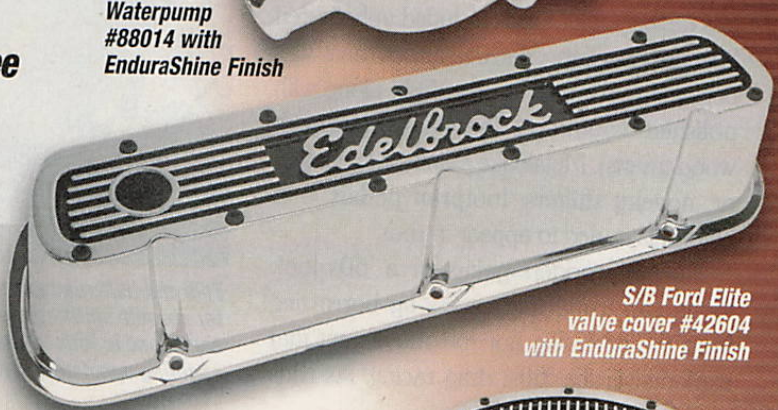


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were losing popularity on the street, they were returning to their roots at the dragstrip. The Gasser and Altered look is as much in style now as it was 40 years ago, and could provide some inspiration for anybody interested in building a genuine hot rod of the era.

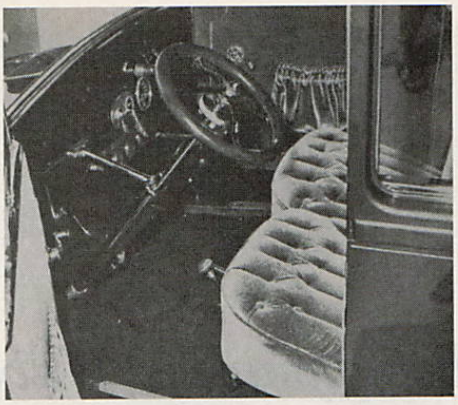
It was inevitable that the trends affecting customs would eventually influence the styles of rods. By the late '60s it was already apparent. One of the most prominent builders to popularize a wilder look for rods was Andy Brizio in Northern California. His Instant T roadsters popularized some of the wildest paint jobs ever seen on any automobiles, with interior schemes built to match.

### The '70s

By the dawning of the "disco era" the wild custom cars of the previous decade were extinct while the styles of street rod interiors were becoming a lot broader and a reflection of what was happening in current fashion and home interior design. For the most part the simple one- and two-tone vinyl interiors in the standard roll 'n' pleat motif was gone, now replaced by the wildly overstuffed diamond tufting with hundreds of gold buttons and equally wild materials like plaids, tartans and crushed velour. Just picture a miniature, rolling bordello and that would capture the look of many of the early '70s street rods.

Wild psychedelic stitch jobs were the look of the day, but by the mid-'70s, on the other side of the fence, many tasteful interior jobs were finding their way into a new style of car called "resto rods." This style of interior mimicked or completely recreated the original style of upholstery the vehicle came equipped with. Types of material for this style interior included mohair and leather but did not exclude more modern vinyls and velours done up in original style patterns. Accessories of the "resto rod" interiors like steering wheels, gauges, and door hardware were kept to the period that the vehicle was originally built in. The reproduction market boomed during the era, producing long obsolete pieces that had begun to dry up at swap meets and flea markets.

In the mainstream rodding communi-



*By the close of the "Swingin' '60s," rodders like Sheldon Bardin were looking for something different. These innovators blended the look of original vehicles with modern mechanicals and created what would be called "Resto Rods." This style of mohair upholstery in Sheldon's '27 Ford Model T will forever endure.*

*Building on the momentum in the "Resto Rod" arena at the dawn of the '70s, Dan Eichstedt took it to the next level with his wild "Leg Show T." The Eddie Martinez-stitched mohair was wildly different than the pleated vinyl of the day. Despite the lack of any gauges and interesting seating position Dan made a few cross-country treks to the early Street Rod Nats before the car was sold and forever disappeared.*

*For the bulk of the '70s, the T-bucket dominated the type of new rods being built. This style of tufted vinyl, polished brass steering wheel, and full spread of gauges was the look of the day, and can still be found in large numbers today.*

*These buckets are from a '60 Thunderbird that Eddie Martinez was upholstering at the beginning of this year. The design is classic horseshoe rolls 'n' pleats, with horizontal pleats and additional pleats added to the edge of the seatback, a true '60s look.*

*Street rod interiors in the '70s were pretty standard with some form of pattern-stitched vinyl, chrome window frames, and a three-spoke wood-rimmed steering wheel on top of the column.*

### Recipe for Rolls 'n' Pleats

*The way Eddie Martinez does rolls 'n' pleats in 2005 is the way every upholstery man did them 50 years ago. Martinez still believes in using cotton batting and hand-stuffing and stitching every individual roll. It takes a lot of time and-more critically-a lot of skill, but the result is a first-class, truly traditional upholstery job.*

*On a traditional job, after the Naugahyde was stitched, strips of cotton coach wadding were cut a few inches longer than the length of each pleat, rolled, and placed against a long piece of fabric with a hooded tip at one end. The wadding was held against this tool with a ruler, and the whole thing was stuffed into the opening of the pleat. The ruler and fabric tool were pulled out the other end. The excess wadding sticking out of both ends was cut off and the edges were eventually covered with Naugahyde strips.*

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ty, steering wheel and gauge choices were much more diverse, but quite often the wood rimmed aftermarket steering wheel with three chrome spokes perched atop some form of late-model tilt or telescoping steering column found its way into the average street rod. Gauges were often what could be found at the local speed shop mounted into a homemade heavy wooden dash or some form of late-model cluster integrated into the original dash. CB radios were big at the time, so of course that trend crossed over into the sport as rodders were taking longer and longer trips across country. Aftermarket car audio was quickly developing so tape decks (eight-track and cassette) were a common sight in cars of the period.

By the late '70s the dramatic interiors started to fade and "traditional" style interiors again found favor with those wishing to shed their leisure suits and gold chain medallions. R&C

## Interiors Past and Future

Do-it-yourself traditional interiors have gotten a lot easier in the last few years, thanks in part to Joel Rusnak, an East Coast hot rodder who left his job as a shoe designer to apply his automotive design education to something automotive. He found a source for thousands of dimension patterns for factory seats from the late '20 to the present, and started to design and sell exact-fit custom interior kits for virtually any factory seat, based on the original patterns.

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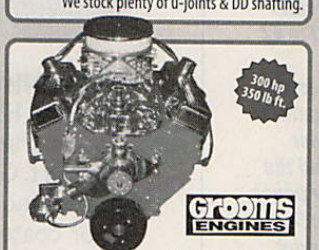

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## The Inside Story

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**Since Joel is in the business of selling interior designs, we decided to grill him on the subject.**

*R&C:* What will be some future trends in hot rod interior styles?

*JR: The future is going to be about material and construction, especially the construction of seating—what can be done differently in terms of the materials that go into them, the materials that go on them, and how they're manufactured. Seating is going to go in a different direction than a steel tube with some foam on it.*

*R&C:* Where's it going?

*JR: What's next will probably come from outside of the automotive industry. For example, a lot has happened with office furniture. They're using mesh material instead of foam and springs, and using new ways of building frames and seats.*

*R&C:* Is the traditional style going to stick around?

*JR: Current fashion always has elements of the past. To what degree it has that element, that's the question. I'd like to see things pushed design wise-fusing together ideas from the past with ideas of the future. What if a seat frame were made out of carbon fiber? Imagine doing rolls 'n' pleats on a thin profile.* R&C

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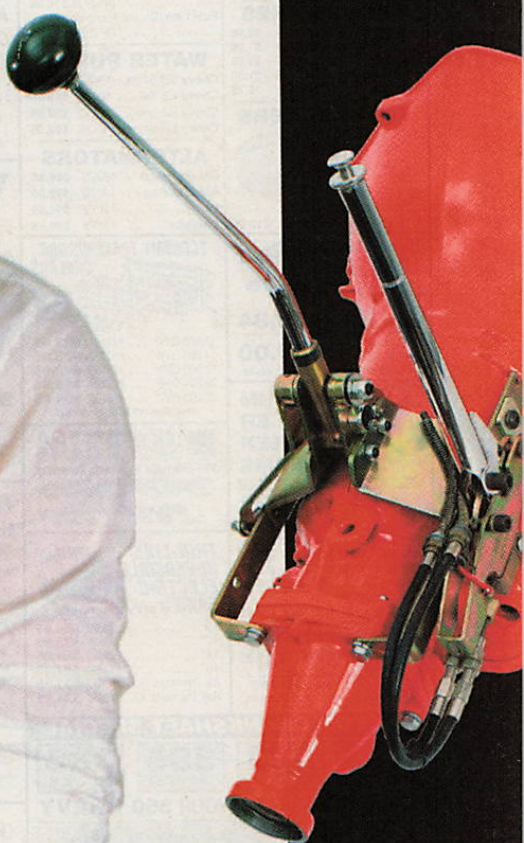

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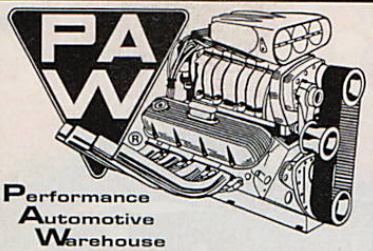

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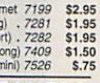

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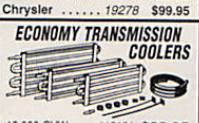

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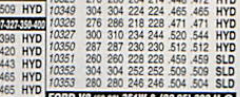

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| 10301 | 272 282 | 214 224 | .472 .496 | HYD |
| 10302 | 282 292 | 224 234 | .496 .521 | HYD |
| **BUICK V6 (Even Fire 78-87) 181-196-231-252** | | | | |
| 10303 | 262 272 | 204 214 | .448 .472 | HYD |
| 10304 | 280 290 | 214 224 | .472 .496 | HYD |
| **CHEVY 60° V6 (80-UP) 173** | | | | |
| 10305 | 270 280 | 204 214 | .420 .422 | HYD |
| 10361 | 280 290 | 214 224 | .443 .465 | HYD |
| **CHEVY 90° V6 (78-UP) 200-229** | | | | |
| 10306 | 270 280 | 204 214 | .420 .442 | HYD |
| **CHEVY 6 CYL (62-84) 194-230-250** | | | | |
| 10348 | 308 308 | 224 224 | .509 .509 | HYD |
| **CHEVY V8 (52-UP) 265-283-302-305-307-327-350-400** | | | | |
| 10307 | 250 260 | 184 194 | .368 .398 | HYD |
| 10308 | 260 270 | 194 204 | .398 .420 | HYD |
| 10309 | 270 280 | 204 214 | .420 .443 | HYD |
| 10310 | 280 290 | 214 224 | .443 .465 | HYD |
| 10311 | 282 282 | 224 224 | .465 .465 | HYD |
| 10338 | 284 284 | 230 230 | .452 .452 | HYD |
| 10312 | 290 300 | 224 234 | .465 .488 | HYD |
| 10313 | 292 292 | 230 230 | .480 .480 | HYD |
| 10314 | 292 292 | 234 234 | .488 .488 | HYD |
| 10340 | 300 302 | 234 246 | .488 .509 | HYD |
| 10315 | 310 320 | 244 254 | .510 .533 | HYD |
| 10316 | 312 322 | 254 264 | .533 .555 | HYD |
| 10341 | 264 264 | 246 246 | .471 .471 | SLD |
| 10342 | 277 277 | 316 316 | .488 .488 | SLD |
| 10343 | 312 312 | 272 272 | .558 .558 | SLD |
| **CHEVROLET V8 (67-UP) 396-402-427-454** | | | | |
| 10317 | 266 276 | 208 218 | .475 .500 | HYD |
| 10362 | 270 280 | 204 214 | .476 .501 | HYD |
| 10318 | 276 286 | 218 228 | .500 .500 | HYD |
| 10344 | 309 327 | 221 235 | .500 .506 | HYD |
| 10319 | 286 296 | 228 238 | .540 .540 | HYD |
| 10320 | 296 306 | 238 248 | .540 .540 | HYD |
| 10345 | 291 299 | 252 262 | .534 .532 | SLD |
| 10346 | 325 337 | 262 273 | .561 .600 | SLD |
| 10347 | 328 334 | 264 270 | .541 .560 | SLD |
| **CHRYSLER V8 (64-UP) 273-340-360 & (67-UP) 318** | | | | |
| 11308 | 270 270 | 204 204 | .420 .420 | HYD |
| 11309 | 270 280 | 204 214 | .420 .443 | HYD |
| 11310 | 268 276 | 210 220 | .429 .444 | HYD |
| 11311 | 280 290 | 214 224 | .443 .443 | HYD |
| 10357 | 304 304 | 225 225 | .454 .454 | HYD |
| 10358 | 298 298 | 243 243 | .508 .508 | HYD |
| **CHRYSLER V8 (68-78) 350-361-383-400-413-426-440** | | | | |
| 11313 | 270 280 | 204 214 | .420 .443 | HYD |
| 11323 | 280 290 | 214 224 | .442 .465 | HYD |
| 11317 | 290 300 | 224 234 | .465 .488 | HYD |
| **FORD V8 (62-UP) 221-255-260-289-302** | | | | |
| 10325 | 270 280 | 204 214 | .448 .472 | HYD |
| 10349 | 304 304 | 224 224 | .465 .465 | HYD |
| 10326 | 276 286 | 218 228 | .471 .471 | HYD |
| 10327 | 300 310 | 234 244 | .520 .544 | HYD |
| 10350 | 287 287 | 230 230 | .512 .512 | HYD |
| 10351 | 260 260 | 228 228 | .459 .459 | SLD |
| 10352 | 304 304 | 252 252 | .529 .529 | SLD |
| 10353 | 280 280 | 246 246 | .504 .504 | SLD |
| **FORD V8 (68-82) 351W & (82-85) 302 H.O.** | | | | |
| 10328 | 270 280 | 204 214 | .448 .472 | HYD |
| **FORD V8 (70-82) 351C-351M-400** | | | | |
| 10329 | 270 280 | 204 214 | .484 .510 | HYD |
| 10354 | 308 331 | 224 232 | .514 .514 | HYD |
| **FORD V8 (83-'01) 302-351W-351C-400-HO-427-428** | | | | |
| 10364 | 270 280 | 204 214 | .484 .510 | HYD |
| 10355 | 300 300 | 223 223 | .513 .513 | HYD |
| **FORD V8 (68-87) 370-429-460** | | | | |
| 10331 | 262 272 | 204 214 | .484 .510 | HYD |
| 10332 | 276 286 | 218 228 | .509 .509 | HYD |
| 10337 | 292 302 | 234 244 | .563 .588 | HYD |
| **OLDSMOBILE V8 (67-87) 260-307-350-400-403-425-455** | | | | |
| 10333 | 270 280 | 204 214 | .448 .472 | HYD |
| 10334 | 280 290 | 214 224 | .472 .496 | HYD |
| **PONTIAC V8 (55-81) 265-287-301-316-326-347-350-389-400-421-428-455** | | | | |
| 10335 | 270 280 | 204 214 | .420 .443 | HYD |
| 10336 | 280 290 | 214 224 | .443 .465 | HYD |
| 10360 | 286 286 | 230 230 | .480 .480 | HYD |

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Kit Includes:
- Clevite 77 Rod Bearings
- Clevite 77 Main Bearings (STD-010-020-030)
- Engine Gasket Set
- Sealed Power Piston Rings (STD-030-040-060)
- ADD $16.95 for Moly Rings

From — $86.00 327/350 Chevy

| AMC | | CHEVROLET | | CHRYSLER | | FORD | |
|---|---|---|---|---|---|---|---|
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| 290 | $213 | 283 V8 | $130 | 440 | $183 | 352 | $204 |
| 304 | $213 | 292 L6 | $135 | FORD | | 360 / 390 | $154 |
| 343 | $212 | 305 (75-80) | $99 | 170 | $165 | 400 | $113 |
| 360 | $212 | 305 (81-85) ex. FI | $120 | 171 V6 2.8 | $175 | 428 / 428 CJ/SCJ | $181 |
| 390 / 401 | $263 | 305 (86-late) | $139 | 177 2.8 | $235 | 429 | $156 |
| BUICK | | 307 V8 | $100 | 183 3.0 | $225 | 460 (70-5/85) | $156 |
| 231 V6 | $128 | 327 (63-67) | $116 | 200 | $167 | 460 (6/85-2/86) | $206 |
| 231 V6 (Turbo) | $159 | 327 (68-69) | $86 | 230 | $188 | 460 (3/86-87) | $206 |
| 252 | $155 | 350 (68-82) | $88 | 240 / 300 | $133 | 460 (88-3/89) | $251 |
| 350 | $191 | 350 (81-85) ex. FI | $100 | 244 | $153 | OLDSMOBILE | |
| 455 | $233 | 350 (86-late) | $139 | 250 | $153 | 260 V8 | $196 |
| CADILLAC | | 396 | $138 | 255 V8 | $169 | 330 | $184 |
| 472 / 500 | $282 | 400SB | $127 | 260 V8 | $130 | 350 | $169 |
| CHEVROLET | | 402 BB | $134 | 289 | $105 | 400 (68-69) | $230 |
| 173 V6 (80-84) | $158 | 427 / 454 (71-79) | $127 | 302 (68-81) | $105 | 403 | $209 |
| 173 V6 (85-91) | $185 | 454 (80-85) | $151 | 302 (82-85) | $121 | 425 / 455 | $174 |
| 194 L6 | $146 | 454 (86-90) | $162 | 302 (86-87) | $185 | PONTIAC | |
| 200 V6 (78-79) | $163 | CHRYSLER | | 302 (88-89) | $212 | 326 | $261 |
| 229 V6 | $149 | 225 | $168 | 302 HO (85-1/1/85) | $134 | 350 | $184 |
| 230 L6 | $128 | 273 | $148 | 302 HO (1/2/85-4/15/87) | $185 | 389 | $262 |
| 235 L6 | $207 | 318 (68-late) | $132 | 302 HO (87-91) | $217 | 400 | $190 |
| 250 L6 | $146 | 340 (68-73) | $144 | 351C (Dished / FT) | $143 | 428 | $203 |
| 262 V6 From | $169 | 360 | $140 | 351M | $113 | 455 | $203 |
| 262 V8 | $167 | 361 | $173 | 351W (89-83) | $136 | | |
| 265 V8 | $139 | 383 | $166 | | | | |

### DELUXE ENGINE REBUILD KITS

– Kit Includes –
- PISTON RINGS
- ROD BEARINGS
- MAIN BEARINGS
- OIL PUMP
- ENGINE GASKET SET
- TIMING CHAIN SET

From — $117.00 327/350 Chevy

| AMC | | CHEVROLET | | CHRYSLER | | FORD | |
|---|---|---|---|---|---|---|---|
| 232/258 | $227 | 267 V8 | $167 | 400 | $259 | 351W (89-83) | $176 |
| 290 | $252 | 283 V8 | $161 | 440 | $248 | 351W (83-91) | $192 |
| 304 | $252 | 292 L6 | $190 | FORD | | 352 | $244 |
| 343 | $251 | 305 (75-80) | $130 | 170 | $230 | 360/390 | $194 |
| 360 | $251 | 305 (81-85) ex. FI | $151 | 171 V6 2.8 | $270 | 400 | $155 |
| 390/401 | $302 | 305 (86-late) Phone | | 177 2.9 | $357 | 428/428 CJ-SCJ | $221 |
| BUICK | | 307 V8 | $131 | 183 3.0 | $312 | 429 | $206 |
| 231 V6 (75-83) | $156 | 327 (63-67) | $147 | 200 | $232 | 460 (70-5/85) | $206 |
| 231 V6 (Turbo (75-86)) | $197 | 327 (68-69) | $117 | 230 | $242 | 460 (6/85-2/86) | $256 |
| 252 | $183 | 350 (68-80) | $117 | 240 | $199 | 460 (3/86-87) | $256 |
| 350 | $221 | 350 (81-85) ex. FI | $131 | 244 | $497 | 460 (88-3/89) | $301 |
| 455 | $284 | 350 (86-late) Phone | | 250 | $241 | OLDSMOBILE | |
| CADILLAC | | 396 | $184 | 255 V8 | $204 | 260 | $250 |
| 400 SB | $158 | 402 BB | $158 | 260 V8 | $167 | 330 | $238 |
| 402 BB | $180 | 427 | $173 | 269 | $142 | 350 | $223 |
| 472/500 | $357 | 454 (71-79) | $173 | 300 | $199 | 400 (68-69) | $284 |
| CHEVROLET | | 454 (80-85) | $197 | 302 (68-81) | $142 | 403 | $263 |
| 173 V6 (80-84) | $218 | 454 (86-90) | $208 | 302 (82-85) | $155 | 425/455 | $228 |
| 173 V6 (85-91) | $248 | CHRYSLER | | 302 (86-87) | $220 | PONTIAC | |
| 194 L6 | $190 | 225 | $250 | 302 (88-89) | $247 | 326 | $314 |
| 200 V6 (78-79) | $194 | 273 | $194 | 302 HO (85-1/1/85) | $169 | 350 | $237 |
| 229 V6 (80-84) | $180 | 318 (68-late) | $178 | 302 HO (1/2/85-4/15/87) | $220 | 389 | $315 |
| 230 L6 | $172 | 340 (68-73) | $190 | 302 HO (87-91) | $252 | 400 | $243 |
| 235 L6 | $292 | 360 | $186 | 351C (Dished) | $185 | 428 | $256 |
| 250 L6 | $190 | 361 | $238 | 351C (Flat Top) | $185 | 455 | $256 |
| 262 V6 From | $204 | 383 | $231 | 351M | $155 | | |
| 262 V8 | $222 | | | | | | |
| 265 V8 | $193 | | | | | | |

### DELUXE MASTER REBUILD KITS

– Kit Includes –
- PISTONS
  (Cast or TRW Forged)
- SEALED POWER PISTONS RINGS
- ROD & MAIN BEARINGS
- PREMIUM ENGINE GASKET SET
- TIMING CHAIN SET WITH GEARS
- OIL PUMP
- CAMSHAFT & LIFTERS
  (Solid, Stock, Hydraulic or Performance)

| AMC | CAST PISTON | FORGED PISTON | CHEVY | CAST PISTON | FORGED PISTON | FORD | CAST PISTON | FORGED PISTON |
|---|---|---|---|---|---|---|---|---|
| 232/258 | $472 | – | 327 | $370 | $586 | 302 (82-85) | $327 | $508 |
| 304 | $565 | – | 350 (68-80) | $267 | $441 | 302 (86-87) | $433 | – |
| 343 | $536 | – | 350 (81-85 ex FI | $281 | $455 | 302 (88-89) | $460 | – |
| 360 | $564 | – | 350 (86-late) | Phone | | 302 HO | | |
| 390 | $666 | – | 396 | $519 | $555 | (85-1/1/85) | $737 | $1022 |
| 401 | $716 | $954 | 400 SB | $417 | $489 | 302 HO | | |
| BUICK | | | 402 BB | $455 | $781 | (1/2/85-4/15/87) | $875 | $1073 |
| 231 V6 | $311 | – | 427 | $594 | $782 | 302 HO (87-91) | $682 | $880 |
| 231 V6 (Turbo) | $476 | $622 | 454 (71-79) | $501 | $607 | 351C (Dished) | $477 | – |
| 252 | $457 | – | 454 (80-85) | $525 | $631 | 351C (Flat Top) | $434 | $579 |
| 350 | $741 | – | 454 (86-90) | $536 | $642 | 351M | $368 | – |
| 455 | $687 | $911 | CHRYSLER | | | 351W (68-83) | $436 | $575 |
| CADILLAC | | | 225 | $492 | – | 351W (83-91) | $452 | $591 |
| 472 | $985 | – | 273 | $508 | – | 352 | $529 | – |
| 500 | $993 | – | 318 (68-late) | $376 | – | 360 | $435 | $651 |
| CHEVROLET | | | 340 (68-71) | $532 | $748 | 390 | $435 | $651 |
| 173 V6 (80-84) | $431 | – | 340 (72-73) | $554 | – | 400 | $389 | – |
| 173 V6 (85-91) | $461 | – | 360 | $406 | – | 428 | $578 | $714 |
| 194 L6 | $464 | – | 361 | $545 | $789 | 428 CJ / SCJ | – | $714 |
| 200 V6 (78-79) | $428 | – | 383 | $429 | – | 429 | $541 | $639 |
| 229 V6 (80-84) | $338 | – | 400 | $440 | – | 460 (70-5/85) | $482 | $598 |
| 230 L6 | $348 | $443 | 440 | $669 | – | 460 (6/85-2/86) | $483 | $648 |
| 235 L6 | $713 | – | FORD | | | 460 (3/86-87) | $483 | $648 |
| 250 L6 | $341 | – | 170 | $520 | – | 460 (88-3/89) | $600 | – |
| 262 V6 From | $370 | $500 | 171 V6 2.8 | $531 | – | OLDSMOBILE | | |
| 262 V8 | $583 | – | 177 2.9 | $554 | – | 260 V8 | $513 | – |
| 265 V8 | $596 | – | 183 3.0 | $514 | – | 330 | $467 | $724 |
| 267 V8 | $443 | – | 200 | $474 | – | 403 | $562 | – |
| 283 V8 | $377 | $503 | 230 | $476 | – | 455 | $664 | – |
| 292 L6 | $426 | – | 240 | $438 | $526 | PONTIAC | | |
| 305 (75-80) | $303 | – | 255 V8 | $453 | – | 326 | $750 | – |
| 305 (81-85 ex FI | $320 | $720 | 260 V8 | $466 | – | 350 | $586 | – |
| 305 (86-late) | Phone | | 269 | $313 | $494 | 389 | $722 | $852 |
| 307 V8 | $354 | – | 300 | $400 | – | 400 | $528 | $652 |
| | | | 318 | $313 | $494 | 455 | $620 | $663 |

OPTIONS AVAILABLE: Moly Rings / HV Oil Pump / Double Roller Timing Chain Set / Pistons available STD-030-040-060 / Bearings available STD-010-020-030

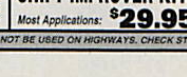
### HEDMAN HEDDERS HEADERS V8s

As Low As $134.95* *Additional handling charge

### MOROSO DEEP SUMP OIL PANS

20110 As Low As $124.95

### B&M TORQUE CONVERTERS



As Low As: $99.95

### AUTOMATIC SHIFTERS

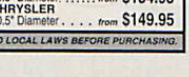


As Low As: $106.95

### SHIFT IMPROVER KITS

Most Applications: $29.95

### RAM REPLACEMENT CLUTCHES COMPLETE CLUTCH SETS



Includes:
- Clutch Disc,
- Pressure Plate,
- Throw-out Bearing
- Alignment Tool

GM
10.5" Diameter . . . . from $124.95
FORD
10.5" Diameter. . . . . from $154.95
CHRYSLER
10.5" Diameter . . . . from $149.95

### COMP CAMS HIGH ENERGY CAMSHAFTS

Hydraulic performance and mileage camshafts for daily driven vehicles.
As Low As . . . $98.95 SB Chevy
Available for most domestic engines.

### MAGNUM CAMSHAFTS

Your Low Price From . $98.95 SB Chevy
Available for most domestic engines.

### MAGNUM ROLLER TIP ROCKER ARMS



Priced As Low As . . . . . $115.95 V8 Chevy

CALIFORNIA RESIDENTS – SOME ITEMS IN THIS AD MAY NOT BE LEGAL FOR SALE OR USE ON POLLUTION CONTROLLED MOTOR VEHICLES IN CALIFORNIA; LEGAL ONLY FOR USE ON RACING VEHICLES. WHICH MAY NOT BE USED ON HIGHWAYS. CHECK STATE AND LOCAL LAWS BEFORE PURCHASING.

# P.A.W. – YOUR HIGH PERFORMANCE HEADQUARTERS FOR TOP QUALITY ENGINE KITS, PARTS & ACCESSORIES

## GASKET SETS

- SB Chevy • BB Chevy
- SB Ford • BB Ford
- Pontiac • Olds.
- SB Chry. • BB Chry.
- Cleveland

from **$20.95** SB Chevy

Includes: Rear Main Seals. Bathtub intake Manifold Gasket not included in some models.

## HI-PERFORMANCE DOUBLE ROLLER CHAIN SETS

SB Chevy **$15.95 ea.**

BB Chevy . $24.95 | SB Chrys. $29.95
SB Ford . . $24.95 | BB Chrys. $29.95

## HIGH VOLUME OIL PUMPS

20% more volume than stock pump.

From **$20.95** For All Popular SB CHEVY Engines.

Also available for: Ford, Pontiac & Chrysler.

## PERFORMANCE LIFTERS

SOLID/HYDRAULIC

From **$49.92**

## Rhoads Lifters

• MORE TORQUE • SMOOTHER IDLE

Most V8's As Low As ..... **$99.95**

## STAINLESS STEEL VALVES

As Low As **$6.95 ea.**

## CHROME MOLY OIL PUMP DRIVE SHAFTS

| | |
|---|---|
| SB Chevy | $12.95 |
| BB Chevy | $13.95 |
| All Popular Ford V8's | $16.95 |
| Olds V8's | $19.95 |

Ford Racing

## Mopar PERFORMANCE

P.A.W. Supplies a Full Line. – Phone for prices! –

## High Performance VALVE SPRING & RETAINER SETS

As Low As ..... **$69.95**

## CHROME MOLY PUSH RODS

SB CHEVY– $47.84 16 per Set | OTHERS– $59.84 16 per Set

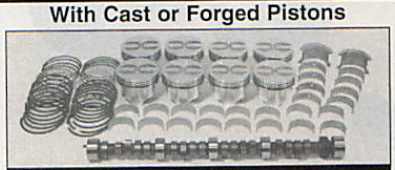
Except 7/16" BB CHEVY .... $72.00

Available for most domestic engines.

ARP automotive products

## SUPER STOCK PISTON KITS

With Cast or Forged Pistons



**FOUR Kit Stages to Choose from . . .**

KIT A = Pistons & Pins
KIT B = Pistons & Pins • Piston Ring Set
KIT C = Pistons & Pins • Piston Ring Set • Con Rod Bearings & Main Bearings
KIT D = Pistons & Pins • Piston Ring Set • Con Rod Bearings & Main Bearings • Stock or Performance Camshaft

| Make / Size | CAST PISTONS KITS A | B | C | D | FORGED PISTON KITS A | B | C | D |
|---|---|---|---|---|---|---|---|---|
| **AMC** | | | | | | | | |
| 232 / 258 6 Cyl | $130 | $166 | $237 | $318 | – | – | – | – |
| 304 | $223 | $271 | $366 | $411 | – | – | – | – |
| 343 | $295 | $340 | $435 | $480 | – | – | – | – |
| 360 | $223 | $268 | $363 | $408 | – | – | – | – |
| 390 | $274 | $333 | $465 | $519 | – | – | – | – |
| 401 | $324 | $383 | $515 | $560 | $562 | $621 | $753 | $798 |
| **BUICK** | | | | | | | | |
| 231 V6 | $ 76 | $105 | $162 | $207 | – | – | – | – |
| 231 V6 (Turbo) | $200 | $281 | $338 | $383 | $346 | $427 | $484 | $529 |
| 252 | $195 | $245 | $302 | $347 | – | – | – | – |
| 350 | $324 | $367 | $410 | $565 | – | – | – | – |
| 455 | $259 | $316 | $439 | $538 | $483 | $540 | $663 | $762 |
| **CADILLAC** | | | | | | | | |
| 472 | $403 | $460 | $588 | $768 | – | – | – | – |
| 500 | $411 | $468 | $596 | $776 | – | – | – | – |
| **CHEVROLET** | | | | | | | | |
| 173 V6 (80-84) | $114 | $159 | $214 | $259 | – | – | – | – |
| 173 V6 (85-91) | $114 | $159 | $214 | $259 | – | – | – | – |
| 194 L6 (85-91) | $195 | $245 | $314 | $359 | – | – | – | – |
| 200 V6 (78-79) | $141 | $182 | $254 | $313 | – | – | – | – |
| 229 V6 (80-84) | $ 65 | $108 | $180 | $239 | – | – | – | – |
| 230 L6 | $ 97 | $129 | $195 | $240 | $192 | $224 | $290 | $335 |
| 235 L6 | $141 | $185 | $294 | $412 | – | – | – | – |
| 250 L6 | $ 72 | $104 | $170 | $215 | – | – | – | – |
| 262 V6 (4.3) From | $ 48 | $100 | $163 | $247 | $178 | $230 | $293 | $377 |
| 262 V8 | $346 | $402 | $443 | $484 | – | – | – | – |
| 265 V8 | $117 | $238 | $346 | $447 | – | – | – | – |
| 267 V8 | $187 | $238 | $279 | $320 | – | – | – | – |
| 283 V8 | $130 | $169 | $240 | $281 | $256 | $295 | $366 | $407 |
| 292 L6 | $130 | $166 | $224 | $296 | – | – | – | – |
| 305 (75-86) | $130 | $166 | $224 | $296 | – | – | – | – |
| 305 (87-91) From | $111 | $146 | $187 | $228 | $483 | $518 | $559 | $600 |
| 307 V8 | $137 | $176 | $217 | $258 | – | – | – | – |
| 327 (63-67) | $137 | $162 | $203 | $224 | $353 | $378 | $419 | $460 |
| 350 (68-80) | $ 64 | $ 89 | $130 | $171 | $238 | $263 | $304 | $345 |
| 350 Truck (87-91) | $ 64 | $ 89 | $130 | $171 | $238 | $263 | $304 | $345 |
| 350 Pass. (87-91) | $ 64 | $ 89 | $130 | $330 | $238 | $263 | $304 | $504 |
| 396 | $245 | $290 | $346 | $391 | $281 | $326 | $382 | $427 |
| 400 SB | $130 | $169 | $269 | $310 | – | – | – | – |
| 402 BB | $295 | $336 | $392 | $437 | $511 | $552 | $608 | $653 |
| 427 | $331 | $365 | $421 | $466 | $519 | $553 | $609 | $654 |
| 454 (71-90) | $238 | $272 | $328 | $373 | $344 | $378 | $434 | $479 |
| **CHRYSLER** | | | | | | | | |
| 225 | $ 76 | $114 | $194 | $284 | – | – | – | – |
| 273 | $324 | $376 | $438 | $483 | – | – | – | – |
| 318 (68-late) | $108 | $144 | $206 | $251 | – | – | – | – |
| 340 (68-71) | $252 | $302 | $362 | $407 | $468 | $518 | $578 | $623 |
| 340 (72-73) | $274 | $324 | $384 | $429 | – | – | – | – |
| 360 | $130 | $155 | $235 | $280 | – | – | – | – |
| 383 | $324 | $358 | $454 | $499 | $468 | $502 | $598 | $643 |
| 400 | $310 | $372 | $468 | $513 | – | – | – | – |
| 440 | $331 | $376 | $478 | $523 | – | – | – | – |
| **FORD** | | | | | | | | |
| 170 | $151 | $192 | $283 | $388 | – | – | – | – |
| 171 V6 (2.8) | $108 | $142 | $215 | $314 | – | – | – | – |
| 177 (2.8) | $114 | $180 | $268 | $367 | – | – | – | – |
| 183 (3.0) | $ 92 | $139 | $204 | $280 | – | – | – | – |
| 200 | $103 | $136 | $237 | $342 | – | – | – | – |
| 230 | $114 | $164 | $243 | $329 | – | – | – | – |
| 240 | $146 | $174 | $248 | $307 | $234 | $264 | $336 | $395 |
| 250 | $103 | $136 | $211 | $301 | – | – | – | – |
| 255 V8 | $159 | $220 | $266 | $311 | – | – | – | – |
| 260 V8 | $209 | $259 | $305 | $350 | – | – | – | – |
| 289 / 302 (68-86) | $ 81 | $106 | $152 | $197 | $262 | $287 | $333 | $378 |
| 300 | $108 | $138 | $210 | $269 | – | – | – | – |
| 302 (86-88) | $123 | $199 | $245 | $290 | – | – | – | – |
| 302 H.O. (85-1/1/85) | $151 | $176 | $222 | $447 | $436 | $461 | $507 | $732 |
| 302 H.O. (86-91) | $238 | $314 | $360 | $523 | $436 | $512 | $558 | $783 |
| 351W (89-91) | $170 | $195 | $250 | $295 | $309 | $334 | $389 | $434 |
| 351C (Dished) | $202 | $227 | $311 | $356 | – | – | – | – |
| 351C (Flat Top) | $159 | $184 | $268 | $313 | $304 | $329 | $413 | $458 |
| 351M | $123 | $148 | $202 | $247 | – | – | – | – |
| 352 | $195 | $248 | $366 | $411 | – | – | – | – |
| 360 | $151 | $187 | $272 | $317 | $367 | $403 | $488 | $533 |
| 390 | $151 | $187 | $272 | $317 | $367 | $403 | $488 | $533 |
| 400 | $151 | $187 | $223 | $268 | – | – | – | – |
| 428 | $267 | $330 | $415 | $460 | $403 | $466 | $551 | $596 |
| 428 CJ / SCJ | – | – | – | – | $403 | $466 | $551 | $596 |
| 429 | $245 | $293 | $361 | $406 | $343 | $391 | $459 | $504 |
| 460 (70-87) | $133 | $185 | $253 | $298 | $302 | $350 | $418 | $463 |
| 460 (88-3/89) | $209 | $257 | $325 | $370 | – | – | – | – |
| **OLDSMOBILE** | | | | | | | | |
| 260 V8 | $173 | $224 | $307 | $352 | – | – | – | – |
| 350 | $154 | $206 | $289 | $334 | $411 | $463 | $546 | $591 |
| 403 | $209 | $253 | $346 | $391 | – | – | – | – |
| 455 | $346 | $387 | $486 | $531 | – | – | – | – |
| **PONTIAC** | | | | | | | | |
| 301 | $159 | $204 | $298 | $343 | – | – | – | – |
| 326 | $346 | $409 | $513 | $558 | – | – | – | – |
| 350 | $259 | $298 | $402 | $447 | – | – | – | – |
| 389 | $317 | $381 | $485 | $530 | $447 | $511 | $615 | $660 |
| 400 | $195 | $244 | $389 | $319 | $364 | $468 | $513 | |
| 455 | $274 | $319 | $436 | $481 | $317 | $362 | $479 | $524 |

Pistons available in all popular sizes and stock compression ratios – State size and Connecting Rod and Main Bearing sizes, if not standard. Camshafts are available from the listing in High Performance Camshaft section or stock camshaft will be substituted. • For Lifters & Springs – *PHONE for PRICE.* • For Moly Rings – *Add* $16.95.
• For substitution of cam with any Isky, Crane, Crower, Competition Cams, etc. • *PHONE for PRICE.*

## BLOCK KIT SPECIAL

## 427 or 454 BIG BLOCK CHEVY

*Unassembled*

4-Bolt Mains • Available up to 468 Cubic Inches

**SHORT BLOCK KIT** 454 4-Bolt Mains, block bored oversized, honed for moly Rings, Cam Bearings installed. Brass Freeze Plugs, Painted inside with Rustoleum, outside factory orange. Your choice of Forged TRW Pistons, Chrome moly Rings, quality Con Rod & Main Bearings. Heavy-duty Connecting Rods, fitted chrome moly 3/8" Rod Bolts. Crankshaft custom ground and micro polished. Double roller Timing Chain set. Your choice of solid or hydraulic Camshaft. Custom balanced for maximum performance.

*Your Low Price* ..... **$2295.00**

**LONG BLOCK KIT** As above w/oval port Cylinder Heads, Performance Valve job. Heavy-duty Springs, HD Locks, Chrome moly Push Rods, Lifters, Hi-Volume Oil Pump, long slot Rocker Arms and complete Gasket set.

*Your Low Price* ..... **$2795.00**

OPTIONS: • 7/16" Connecting Rods *ADD $385.00* • Rectangular Port Heads *PHONE* • 454 Steel Crankshaft *ADD $150.00.*

## BEARING SPECIAL

**– Rod Bearings –**

*Available STD - 010 - 020 - 030*

**– Main Bearings –**

*Available STD - 010 - 020 - 030*

Both From **$44.22** SB Chevy Only

*AVAILABLE FOR MOST DOMESTIC 6 CYL. & V8 ENGINES*

• Cam Bearings . . *Add From* $16.95
• Others . *Phone for Your Low Price*

## SUPER STOCK CRANK KITS

**Kit Includes:**

• PISTONS & PINS • PISTON RINGS • CONNECTING RODS
• ROD & MAIN BEARINGS • CRANKSHAFT

| AMC | CAST/FORGED PISTON/PISTON |
|---|---|
| 232 | $517 – |
| 258 | $527 – |
| 304 | $696 – |
| 343 | $765 – |
| 360 | $693 – |
| **BUICK** | |
| 231 V6 | $412 – |
| 231 V6 (Turbo) | $588 $734 |
| 252 | $552 – |
| 350 | $750 – |
| 455 | $859 $1083 |
| **CADILLAC** | |
| 472 | $918 – |
| 500 | $906 – |
| **CHEVROLET** | |
| 173 V6 (80-84) | $544 – |
| 173 V6 (85-91) | $544 – |
| 194 L6 | $581 – |
| 200 V6 (78-79) | $544 – |
| 229 V6 (80-84) | $470 – |
| 230 L6 | $465 $560 |
| 235 L6 | $599 – |
| 250 L6 | $440 – |
| 262 V6 From | $463 $593 |
| 262 V8 | $693 – |
| 265 V8 | $846 – |
| 267 V8 | $539 – |
| 283 V8 | $650 $776 |
| 292 L6 | $514 – |
| 305 (75-85) | $423 – |
| 305 (85-86 ex. F1) | $443 – |

| CHEVY | CAST/FORGED PISTON/PISTON |
|---|---|
| 305 (87-91) | $467 $839 |
| 307 V8 | $477 – |
| 327 | $663 $879 |
| 350 (68-85) | $390 $564 |
| 350 (86-91) | $410 $584 |
| 396 | $816 $852 |
| 400 SB | $655 – |
| 402 BB | $862 $1078 |
| 427 | $891 $1079 |
| 454 (71-90) | $878 $984 |
| **CHRYSLER** | |
| 225 | $454 – |
| 273 | $788 – |
| 318 (68-72) | $556 – |
| 318 (73-late) | $516 – |
| 340 (68-71) | $702 $918 |
| 340 (72-73) | $724 – |
| 360 | $535 – |
| 383 | $774 $918 |
| 400 | $788 – |
| 440 | $908 – |
| **FORD** | |
| 170 | $553 – |
| 171 V6 (2.8) | $495 – |
| 177 (2.8) | $578 – |
| 183 (3.0) | $544 – |
| 200 | $497 – |
| 240 | $548 $636 |
| 250 | $471 – |
| 255 V8 | $556 – |
| 260 V8 | $695 – |
| 289 | $542 $723 |

| FORD | CAST/FORGED PISTON/PISTON |
|---|---|
| 300 | $560 – |
| 302 (68-81) | $412 $593 |
| 302 (82-86) | $432 $613 |
| 302 (86-88) | $525 – |
| 302 HO | |
| (85-1/1/85) | $502 $787 |
| 302 HO (86-91) | $640 $838 |
| 351C (Dished) | $651 – |
| 351C (Flat Top) | $608 $753 |
| 351M | $512 – |
| 351W (89-91) | $560 $699 |
| 352 | $756 – |
| 360 | $722 $938 |
| 390 | $747 $963 |
| 400 | $523 – |
| 428 CJ / SCJ | – $1646 |
| 429 | $671 $769 |
| 460 (70-78) | $653 $728 |
| 460 (79-87) | $653 $818 |
| 460 (88-3/89) | $725 – |
| **OLDSMOBILE** | |
| 260 V8 | $607 – |
| 350 | $589 $846 |
| 403 | $646 – |
| 455 | $936 – |
| **PONTIAC** | |
| 326 | $888 – |
| 350 | $777 – |
| 389 | $935 $1065 |
| 400 | $719 $843 |

*Pistons available in all popular sizes and stock compression ratios – State piston size required.*
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|---|---|
| 232 | $752 – |
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| **BUICK** | |
| 231 V6 | $561 – |
| 231 V6 (Turbo) | $726 $872 |
| 252 | $707 – |
| 350 | $1021 – |
| 455 | $1107 $1331 |
| **CADILLAC** | |
| 472 | $1315 – |
| 500 | $1303 – |
| **CHEVROLET** | |
| 173 V6 (80-84) | $761 – |
| 173 V6 (85-91) | $791 – |
| 194 L6 | $734 – |
| 200 V6 (78-79) | $718 – |
| 229 V6 (80-84) | $628 – |
| 230 L6 | $618 $713 |
| 235 L6 | $1018 – |
| 250 L6 | $611 – |
| 262 V6 From | $670 $843 |
| 262 V8 | $833 – |
| 265 V8 | $1006 – |
| 267 V8 | $700 – |
| 283 V8 | $787 $913 |
| 292 L6 | $716 – |
| 305 (75-80) | $563 – |
| 305 (81-84) | $609 $981 |
| 305 (85-late) | $589 – |
| 307 V8 | $614 – |
| 327 LJ | $600 – |
| 327 SJ | $800 $1016 |

| CHEVY | CAST/FORGED PISTON/PISTON |
|---|---|
| 350 (68-80) | $527 $701 |
| 350 (81-85) from | $541 $715 |
| 350 (86-on) from | $589 $763 |
| 396 | $989 $1025 |
| 400 SB | $803 – |
| 402 BB | $1035 $1251 |
| 427 | $1064 $1252 |
| 454 (71-79) | $1051 $1157 |
| 454 (80-85) | $1075* $1181 |
| 454 (86-90) | $1046* $1192 |
| **CHRYSLER** | |
| 225 | $752 – |
| 273 | $958 – |
| 318 (68-72) | $726 – |
| 318 (73-late) | $686 – |
| 340 (68-71) | $872 $1088 |
| 340 (72-73) | $894 – |
| 360 | $706 – |
| 383 | $965 $1109 |
| 400 | $979 – |
| 440 | $1099* $1101 |
| **FORD** | |
| 170 | $790 – |
| 171 V6 (2.8) | $811 – |
| 177 (2.8) | $914 – |
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| 200 | $734 – |
| 240 | $738 $826 |
| 250 | $728 – |
| 255 V8 | $743 – |
| 289 | $703 $887 |
| 300 | $750 – |
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| 302 (88-89) | $740 – |

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|---|---|
| 302 HO | |
| (85-1/1/85) | $1017 $1302 |
| 302 HO | |
| (1/1985-4/15/87) | $1155 $1353 |
| 302 HO (87-91) | $962 $1160 |
| 351C (Dished) | $817 – |
| 351C (Flat Top) | $774 $919 |
| 351M | $678 – |
| 351W (89-93) | $746 $885 |
| 351W (93-91) | $762 $901 |
| 352 | $919 – |
| 360 | $885 $1101 |
| 390 | $910 $1126 |
| 400 | $689 – |
| 428 CJ / SCJ | – $1809 |
| 429 | $851 $949 |
| 460 (70-78) | $743 $908 |
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| 460 (6/85-3/86) | $883 $1048 |
| 460 (3/86-87) | $883 $1048 |
| 460 (88-3/89) | $1000 – |
| **OLDSMOBILE** | |
| 260 V8 | $813 – |
| 350 | $767 $1024 |
| 403 | $862 – |
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| **PONTIAC** | |
| 326 | $1125 – |
| 350 | $961 – |
| 389 | $1172 $1302 |
| 400 | $903 $1027 |

*Pistons avail. in all popular sizes & stock compression ratios – State piston size required.*
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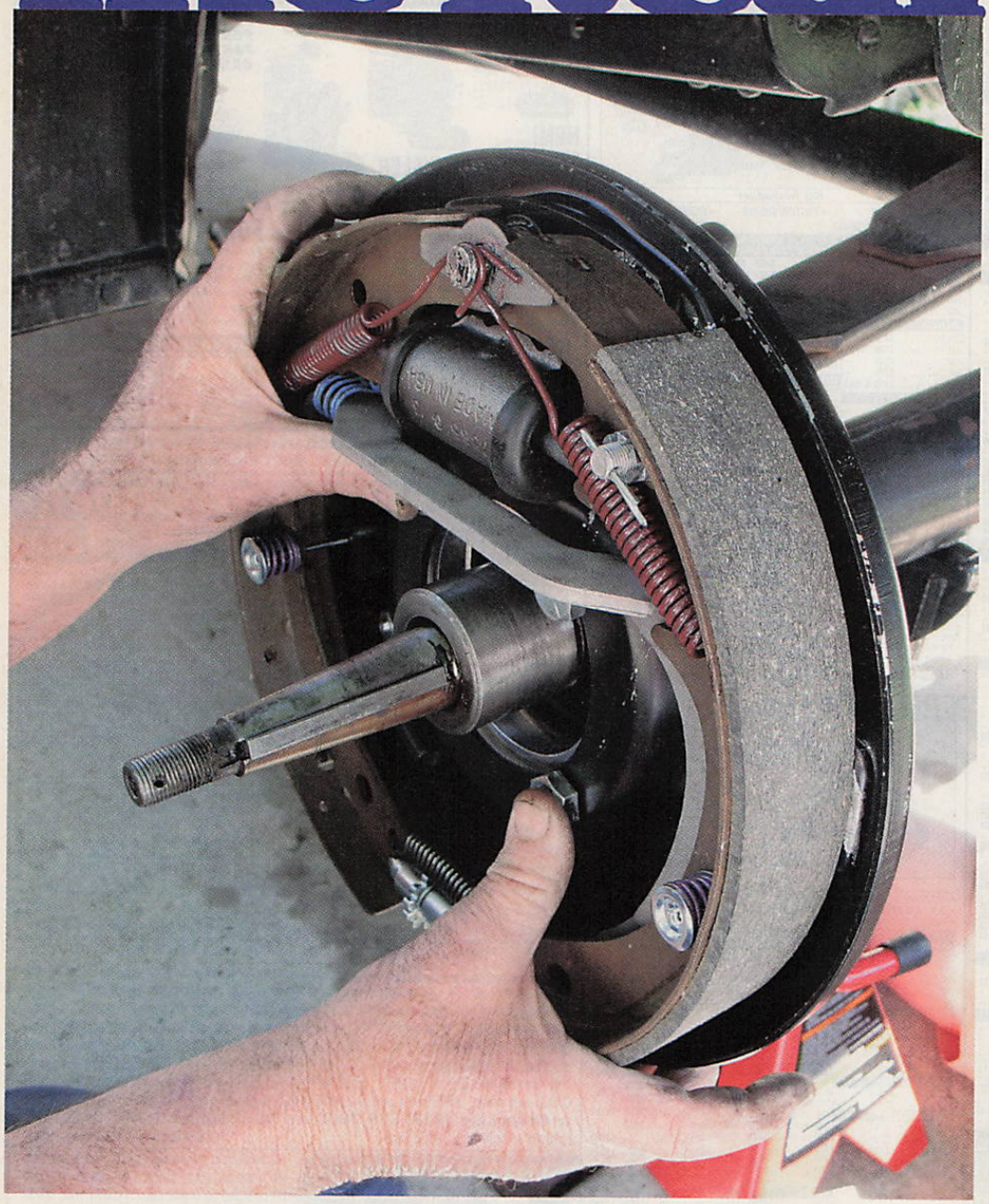
## Installing Lincoln Brakes on a Model A Rearend

# Bringin' Up the Rear

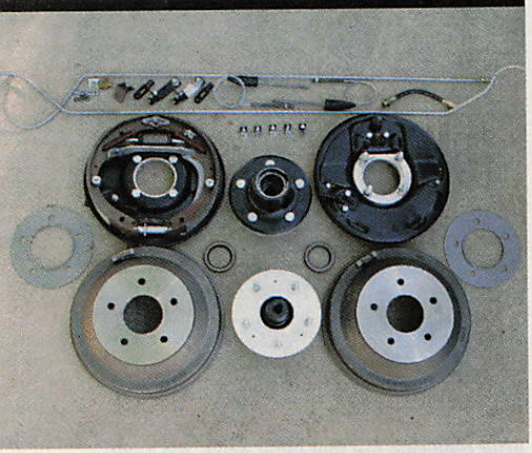


By Jim Ausf

We recently installed a dropped axle and juice brakes ("Lowered Expectations," May '05) on our restored '29 Model A Tudor, so it was only natural that we continue on from there with the installation of hydraulic brakes on the rear. Again we used a complete conversion kit from MT Car Products because for this project we really like the way Dave Wilton has designed his products to bolt up and upgrade an original Model A Ford with the least amount of fabrication and modification possible. In fact, beyond pulling the rear hubs and drilling a couple holes this is strictly a bolt-on affair.

MT Car Products offers different levels and options to its kits, and the one we'll be installing in this story is the complete "deluxe" rear kit using the 12-inch Bendix self-energizing full-contact brakes as were used as original equipment on prewar Lincoln automobiles. Hot rodders have long praised the great stopping power of the Lincoln-style brakes, and today the scarce units have been faithfully and 100-percent accurately reproduced for the discriminating enthusiast who requires that their vehicle be period correct with the best available new parts. Beyond the fully loaded and ready-to-install backing plates, the "deluxe" kit also includes new drums, reconditioned hubs, preformed brake lines, emergency brake cables, and all the necessary hardware required for installation.

Even though we were already familiar with the ease of the installation of the front-brake conversion, the rear kit went on even easier (perhaps because the designer Dave Wilton assisted us



*All the pieces you will need to convert your Model A rearend to Lincoln-style Bendix full-contact hydraulic brakes come ready to install in a complete kit from MT Car Products.*

this time) than we ever imagined.

In the first story we installed MT Car Products "basic" kit with '40 Ford-style backing plates and our own used drums. Since the back was now sportin' the Lincoln-style Bendix backing plates and fresh drums, we went ahead and upgraded the front with matching hardware. All the pieces mount up exactly the same and require no additional modifications. Another upgrade added was a set of MT Car Products wire wheel support rings to keep our Kelsey Hayes spoke wheels tightly mounted to the drums without damaging the wheels. Originally Fords that came equipped with wire wheels (up to 1935) had an inner support for the mounting surface of the original wire wheels cast into the original brake drums. The later drums originally designed for disc-style rims lacked this support and over time wire wheels mounted to the later drums will become damaged and lug nuts can loosen and various dangers can ensue from there.

By the time you are reading this MT Car Products will also be offering another great new safety product, brand-new Buick finned aluminum brake drums and new hubs which can be added to any of their 1928 to 1948 Ford brake packages or bolted on to your existing early Ford brakes with no modifications necessary. We already know of a few cars we can't wait to mount these on! R&C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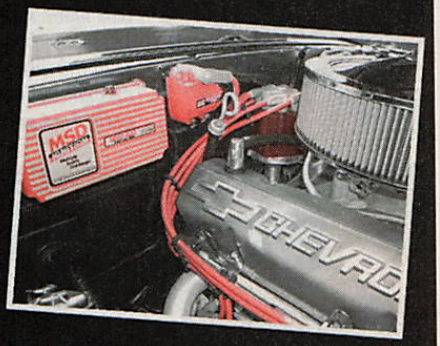

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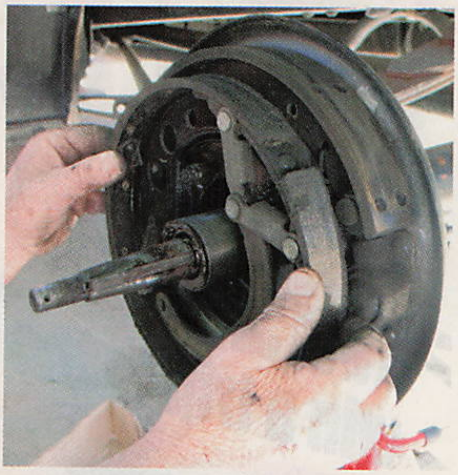
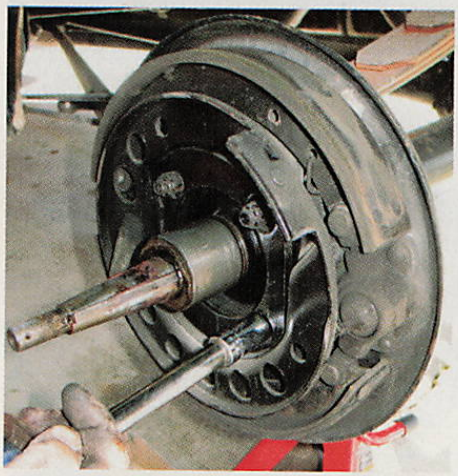
After removing the rear wheels, the first step to better braking is the removal of the original rear drums. A hub puller is the only tool required and is not usually found in the most basic of toolboxes.



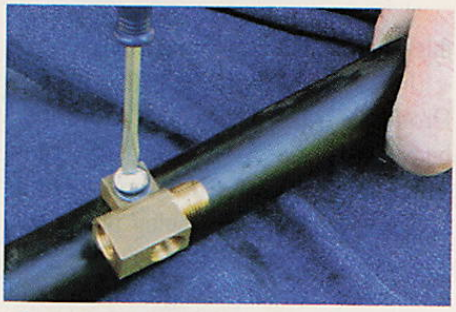
The emergency brake assembly on the stock rearend has its own narrow full shoe and was removed after disconnecting the mechanical brake rods.



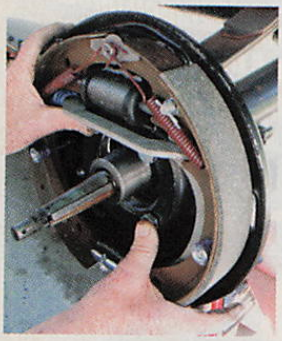
After removing the four inner bolts, the emergency brake support ring and original backing plate were separated from the rearend.

Dave scribed marks approximately 1 inch from the ends of the supplied preformed brake lines on the wishbones before removing them.

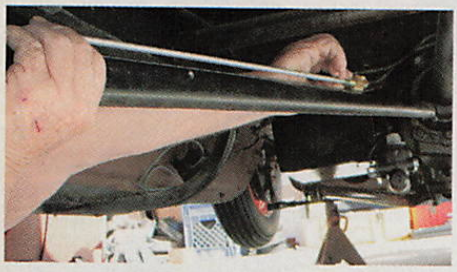
Using the scribed locations, holes were drilled in the wishbones and then tapped to mount aircraft-style Adel clamps to secure the brake lines to the wishbones. These clamps will keep the brake lines from vibrating and chattering on the wishbone.



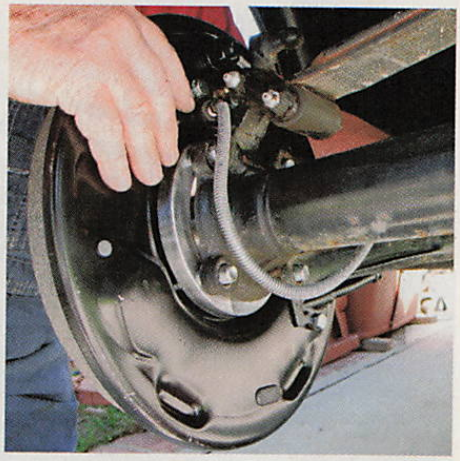
The brake line junction block was attached to the driver-side wishbone. This block connects to the master cylinder (see "Lowered Expectations," May '05) and feeds both rear brake lines.



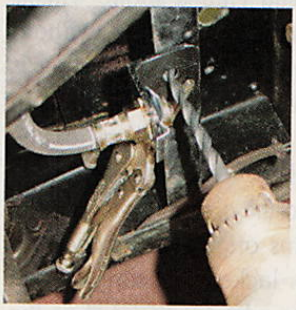
The new Lincoln-style backing plate with "self-energizing" brakes installed on the Model A rear axle like it was made for it. That's the beauty of the interchangeability of early Ford parts.



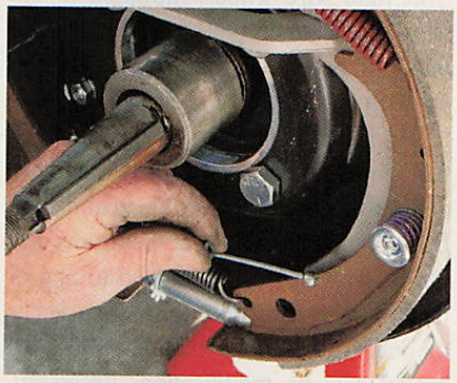
The brake line was attached to the block that was then attached to the master cylinder with a supplied flexible rubber brake hose. This setup is modeled after the tried-and-true system used on all prewar hydraulic-brake-equipped Fords.



From this angle you can see the special spacers MT Car Products supplies with their kit which spaces the backing plate away from the axle so no modifications to either part is required. Without the spacers the backing plate would touch the rear spring mount. The supplied pre-bent brake line connected to the wheel cylinder.



The only drilling required to the frame on the rear brake install was one hole for the master cylinder-to-rear flex line bracket.



The supplied emergency brake cables attached to the e-brake mechanisms inside the backing plates.

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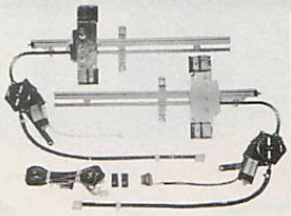

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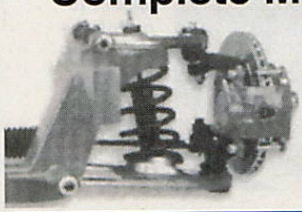

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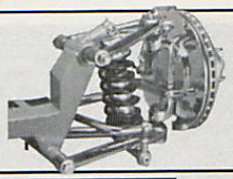

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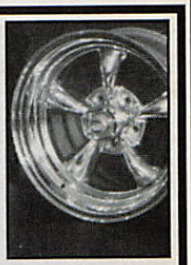

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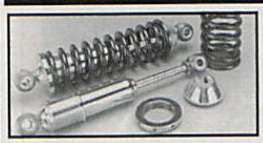

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**$250** FORD & CHEVY

For Dual Diaphram Add $35

## POLISHED ALUM. BALL MILLED OR FLAMED VALVE COVERS

*Really Nice!*

| | |
|---|---|
| S/B Chevy | $55 Pr. |
| S/B Chevy Center Bolt | $80 Pr. |
| B/Block Chevy | $110 Pr. |
| S/B Ford | $80 Pr. |
| For Chromed Alum. Add | $20 |

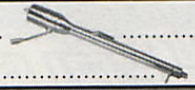
## Griffin RADIATOR

**BIG DISCOUNTS!**

## Walker RADIATOR WORKS INC.

**$100 OFF ON 4 ROW HEAVY DUTY RADIATORS**

## TILT STEERING COLUMN ..... $259

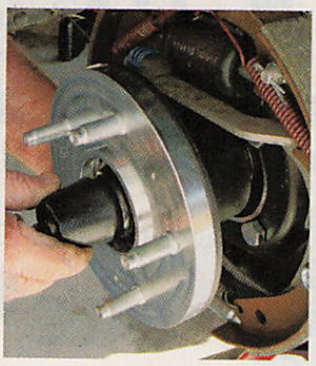


## TILT/COLUMN SHIFT COLUMN ..... $420

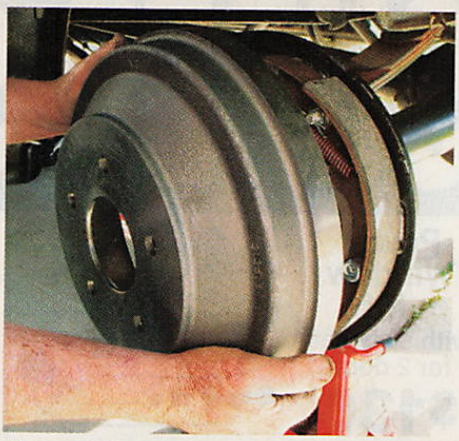
# RODPARTS Warehouse

**1-800-373-5773** 1-563-332-8769

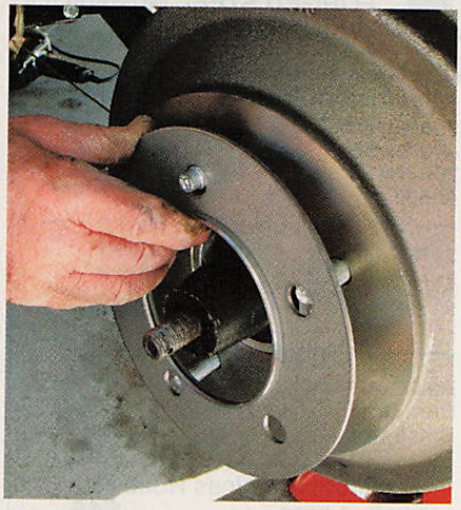
*The forward end of the new emergency brake cables ingenuously connected to the original e-brake assembly that originally accentuated the solid mechanical brake rods. Slick!*



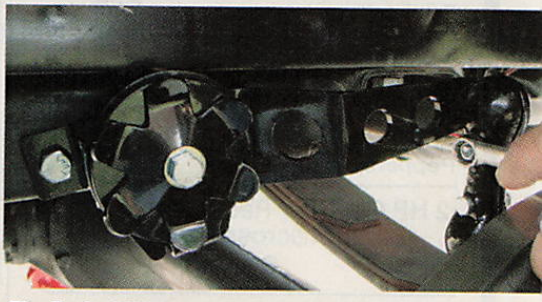
*The reconditioned rear hub, which includes a special spacer to match the one on the backing plate, slid right on the axle.*



*The new USA-made drum is a high-quality item that slips right into place on the hub (note: original drums were swedge-fit to the hubs).*



*Because we are using bent-spoke Kelsey Hayes wheels (same applies to any early Ford spoke wheels) it was necessary to use these wheel support rings from MT Car Products to avoid stressing the wheels that were originally designed for use with drums with inner supports cast into them (all 1935 and earlier Fords). This self-centering wheel support stays in place and due to its size are not easily lost or forgotten during wheel changes.*



*The final addition was the Speedster Friction Shock from MT Car Products that really gives the installation an old-time racy look. These shocks can be adjusted to fit the driver's preference where ride is concerned.* R&C

**MT Car Products**
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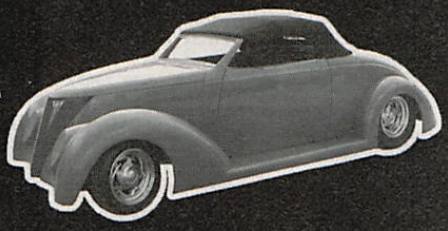
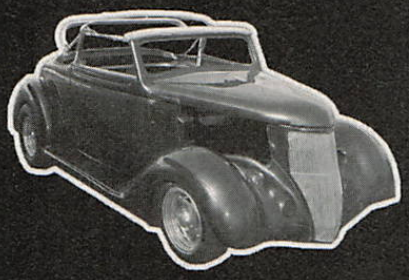
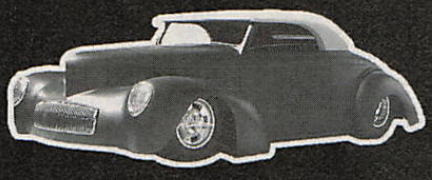


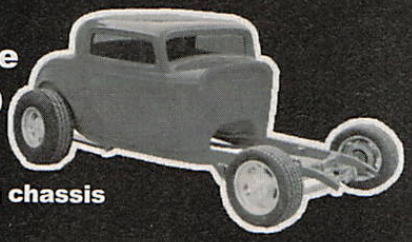
'35-36 Cabriolet
$18,400
Independent front suspension
9" Ford rear
Roadster $17,400



Willys Roadster
$17,950
9" narrowed rear end
Morrison Mandrell bent rails
Tubular center section
Coupe $17,450



'33 3 Window Coupe
$13,690
Power window regulators & glass installed, massive steel infrastructure, rolling chassis



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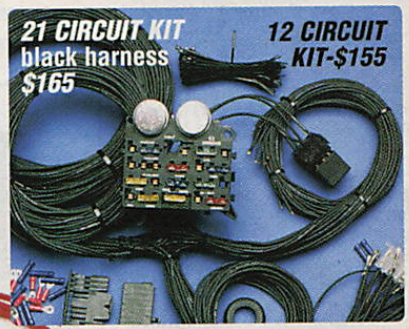
# PRE-WIRED FUSE BLOCK KITS

**EZ WIRING is the EZ way!**

**Each circuit wire is labeled every 5" over it's entire length**
*so you know exactly where it goes— EZier to wire— EZier to trouble shoot!*

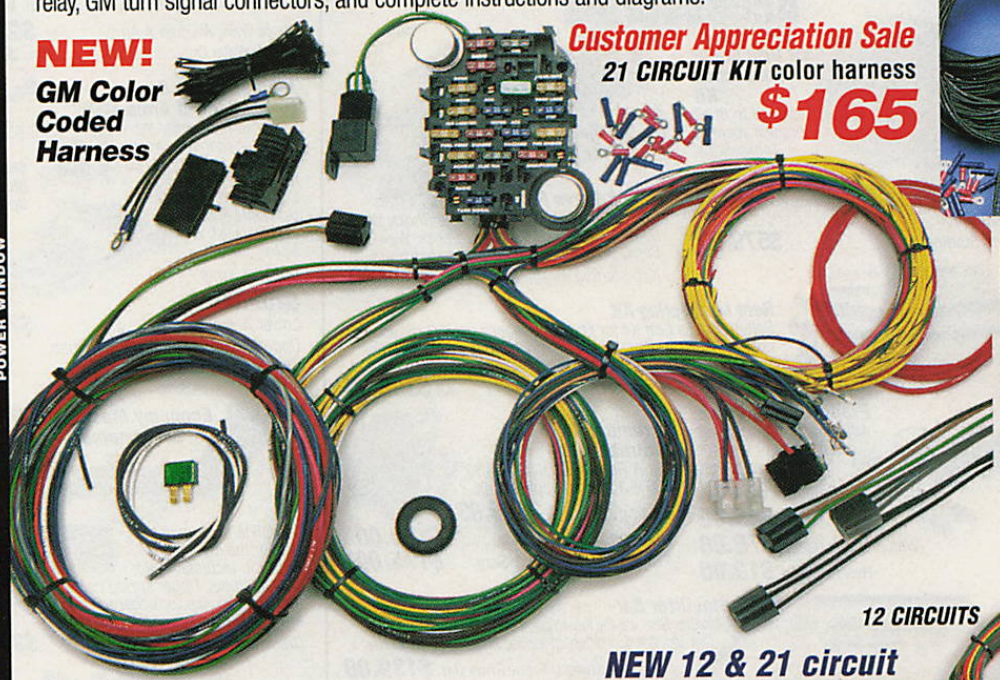
**All EZ WIRING kits use GXL 125° high temp crosslinked polyethylene jacketed wire that is grease, oil, gas and acid resistant.**

**Choose color or black harness with 21 circuits.** Our best kit has 18 fuses and 21 circuits including power windows, A/C and trunk light. No extra charge for GM factory column connectors and instrument wiring. Harness includes flashers, fusible link, horn relay, GM turn signal connectors, and complete instructions and diagrams.




**NEW!**
**GM Color Coded Harness**

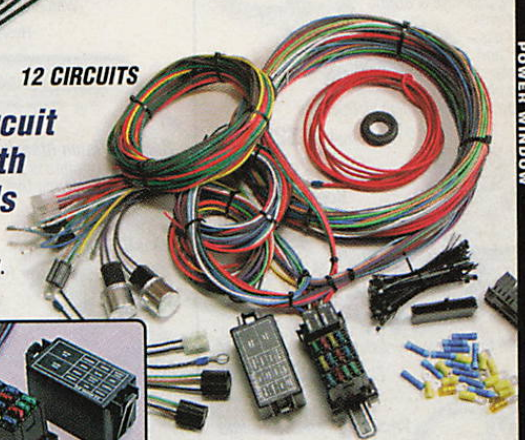
**Customer Appreciation Sale**
**21 CIRCUIT KIT color harness**
**$165**

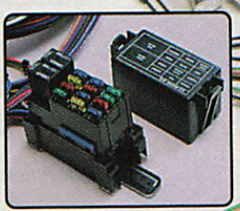


**Factory Components**
Big assortment of quality factory plugs and switches. Please Call!

**12 CIRCUITS**

**NEW 12 & 21 circuit EZ harnesses with Mini-Fuse Panels**
Our new kits use the latest GM technology. *Mini- Fuse blocks* are easy to mount anywhere near the driver and use the new OEM mini fuses and relays. EZ harnesses use GLX 125 spec wire, GM color coding and are labeled every 5".

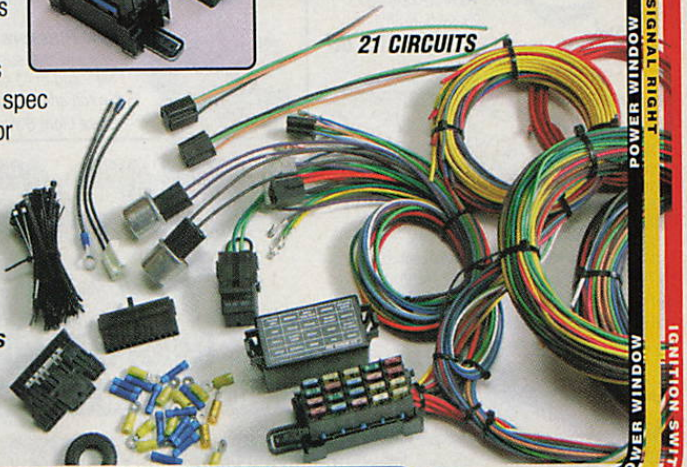




*12 Circuit*
**$130**

*21 Circuits*
**$130**

**21 CIRCUITS**



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EZ WIRING introduces our new, easy-to-install power window kits. Our kits feature • OEM quality motors with screw cable drive • wide channels for smooth window movement • self-centering window channels • our unique clips secure glass to the channel without tape or glue • crossover wiring and lighted switches

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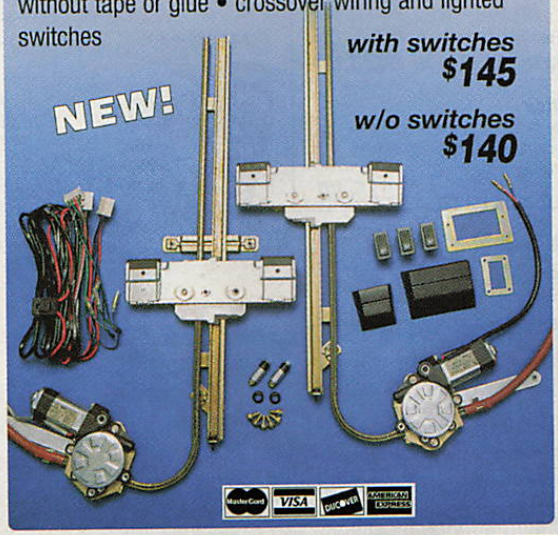
**$140**



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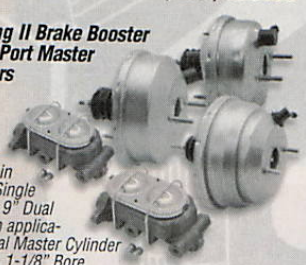
**Complete Mustang II Disc Brake Kit**

This kit is a complete Mustang II wheel kit available for either stock or dropped spindle. Brake kit includes: 11" Rotors, Calipers, Caliper Mounting Brackets, Spindles, Hoses, Dust Caps, Bearings, Seals, Bolts & Mounting Hardware.

Complete, **$499.00**



**Mustang II Brake Booster & Dual Port Master Cylinders Brake Kits**

Boosters available in 7" & 8" Single and 8" & 9" Dual Diaphram applications. Dual Master Cylinder with 1" & 1-1/8" Bore additional. Boosters & Master Cylinders available separately.

8" & 9" Booster* Single Diaphram..... **$110.00**

8" & 9" Booster* Dual Diaphram..... **$130.00**

*Booster W/Master Cylinder Add $35.00

Dual Master Cylinder Separately.....Ea., **$49.95**

**Power Brake Pedal Assembly**

Complete assembly includes: Pedal, Bracket, Master Cylinder & Booster. Can be used on disc/drum, disc/disc & drum-drum systems. Fits most passenger car and truck applictions complete with hardware & installation instructions.

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**New 12 Volt Brake Booster Vacuum Pump**

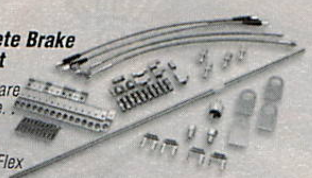
Got low brake pressure? Add a 12 Volt Brake Booster Vacuum Pump to your system to bring your booster system back to life!

Starting At, **$299.00**

**Vacuum Pressure Gauge**

Gives accurate reading of most pressure systems.

Ea., **$15.00**



**Complete Brake Line Kit**

Our kits are complete. Kit includes: Braided Flex Lines, Steel Tubing (Stainless also available, additional), Mounting Brackets & All necessary Hardware.

Brake Line Kit W/Steel Tubing..... **$165.00**

Kit W/Stainless Steel Tubing..... **$329.00**

## Mustang II Special!

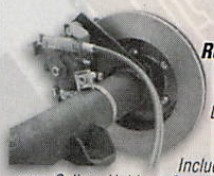
Our Mustang II features: Tubular Upper & Lower Control Arms, Stock or Dropped Spindles, 11" Disc Brake Kit, Manual Rack & Pinion Steering Standard, Boxing Plates and all necessary hardware & instructions. For Power Rack add **$100.00**. New Sway Bar Kit with I.F.S. package available for most applications, **$99.00**. Sway Bar Kit Outright **$139.00**. Available for 1934-1948 Ford passenger cars, 1935-1941 & 1948-1956 Frod pick-ups, Also available for 1935-1953 Chevy passenger cars & 1937-1959 Chevy pick-ups.

**Complete Mustang II I.F.S.**, From, **$1,500** **Mustang II Air Spring I.F.S.**, From, **$1,600**

***"Note: Kits & Prices May Vary Between Certain Applications"***

***Lifetime Guarantee On All Parts***

## Accessories



**Rear Disc Brake Conversion Kit**

Designed to fit all popular rearend applications. Includes: Rotors, Calipers, Caliper Holders, Stainless Braided Brake Lines & all necessary hardware needed for installation

Kits Starting At..... **$579.00**

**Shock Wave Rear Air Bags**

Replace your 4-Link Kit with a Shock Wave Rear Air Bag Kit. Includes: Shock Wave Air Bags, Bracketry & all necessary hardware.

Kits Starting At..... Pr., **$799.00**

**Rear Leaf Spring Kit**

Bolt-in Parallel Leaf Kit for Ford passenger cars & Ford pick-ups. Includes: springs, shock kit, mounting brackets, instructions, & hardware. Weld-on axle brackets included.

Kit **$399.00**

**Proportioning Valve**

Adjustable proportioning valve with or without pressure gauge.

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With Pressure Gauge, **$70.00**

Residual Valve **$19.00**

**Chrome Alternator**

Not A Rebuilt! Available in 80, 100 & 110 amp applications.

80 Amp..... **$89.95**

100 Amp..... **$100.00**

110 Amp LT-1 V-Belt & Serp..... **$175.00**

**Stabilizer Bar**

Stabilizer Bars are the key to great handling. includes: Stabilizer Bar, poly bushings, mounting brackets & hardware.

Mustang II Front Sway Bar **$139.00**

**Rack & Pinion Steering Units**

We offer our units in power and manual steering. Our racks give your vehicle the precise steering that you want for your ride. Units are new not rebuilts.

Manual Rack & Pinion..... **$175.00**

Power Rack & Pinion..... **$199.00**

**Steel Steering Columns**

Available for column or floor shift styles. comes in either the plain (ready for paint) or the popular chrome. Column comes complete ready for installation.

Plain Column, St. At, **$215.00**

Plain Tilt Column, St. At, **$275.00**

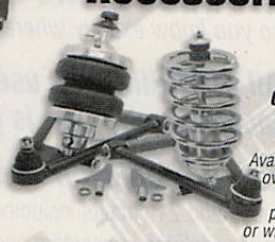
Plain Tilt Shift Column, St. At, **$425.00**

**Low Pressure Brake Light Switch**

Our low pressure "T" style brake light switch is available with 3/16" or 1/4" and or -3 or -4AN Fittings. Unit comes complete with fittings. Switch and fittings also sold separately.

Brake Light Switch..... **$15.00**

## Mustang II I.F.S. Accessories



**Mustang II Up Grades Coil-Overs Or Shock Wave With A-Arms**

Availabe with coil overs or Schock Wave. Can be purchased with or without A-Arms.

Coil Over W/Lower A-Arm,.....Set, **$649.00**

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Shock Wave W/Lower A-Arm,.....Set, **$950.00**

Shock Wave Only .....Set, **$750.00**

**Tubular Upper & Lower Control Arms**

Designed to fit either the deluxe or economy crossmembers. Heli-arc welded for strenth & durability. Comes complete with ball joints & bushings installed, & all hardware.

**Shown With Chrome Up-Grades**

Upper A-Arms **$205.00**

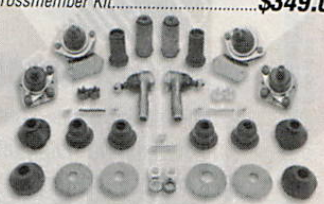
Lower A-Arms ..... **$295.00**

Upper & Lower Control Arm Combo, Classics's 4-Piece Special Price, ..... **$489.00**

**Economy Mustang II Crossmember Kits**

Complete Crossmember kits for the Mustang II I.F.S. Kit. Includes: lower crossmember, Upper spring hats & boxing plates. Kits are available for either the tubular control arms or stock O.E. control arms.

Crossmember Kit..... **$349.00**



**Mustang II Rebuild Kits**

Is your Mustang II in OK shape, but could use a little help? Look no further, our rebuild kit is the answer. Kit Includes: Control Arm, Strut Rod Bushings, Ball Joints & Hardware.

Crossmember Kit..... **$120.00**

**Mustang II Coil Over Springs**

No matter what engine you are using...we have the spring kit for you. Our medium Mustang II Coil springs are designed to handle the weight of any S/B and our "Heavy" coil springs will handle any B/B engine.

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**By Tim Bernsau**

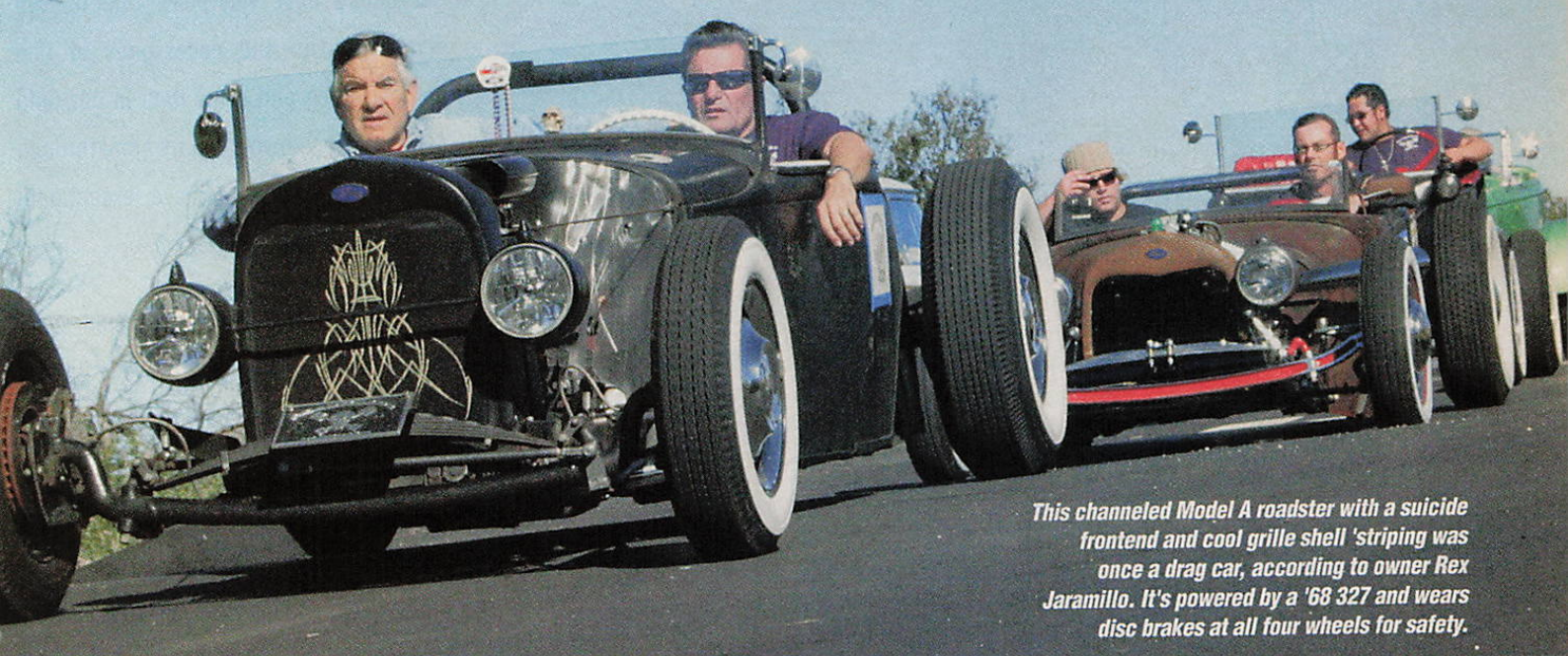
Spoiled rotten is the only way to describe how I felt flying through the canyons of northern San Diego County in the shotgun seat of a roadster on a sunny Saturday in the middle of January.

Don Dillard was driving his recently finished Deuce ("Readers' Rods," Apr. '05) and I was providing ballast on the passenger side. We were in one of more than 100 traditional rods and customs that showed up that day for the Ranch Run, the annual endurance run organized by Jim and Carrie Benitez. C&G Early Ford Repair, Hot Rods & Custom Stuff, and KustomImaging.com help sponsor the event.

The day started out like it does every year, early in the morning in downtown Temecula, a little Western-style town about halfway between Los Angeles and San Diego. After 90 winding miles through valleys, hills, and canyons, and some of the sweetest scenery you'll ever see, the trip terminated at the Benitez's hilltop home outside of San Diego, where Jim and Carrie, little Samuel B, a big pot of chili, a cooler of refreshments, and the band had all been waiting for us to show up. After a few more hours of hanging around and having fun, it was time to go home and start reviewing our photos from a fun January Saturday.

You'll find a lot more photos from the 2005 Ranch Run on Don Dillard's site (donshotrodpage.net) and at the Rod & Custom Web site (www.rodandcustommagazine.com). R&C

## Kicking Off 2005 With a 90-Mile Ride



*This channeled Model A roadster with a suicide frontend and cool grille shell 'striping was once a drag car, according to owner Rex Jaramillo. It's powered by a '68 327 and wears disc brakes at all four wheels for safety.*

# The Ranch Run

# FINALLY! DURABLE DETAILING TOOLS WITH A VELVET TOUCH.

## WHEEL FACE BRUSH

**FEATURE:** Brush head can be removed to reverse the attack angle making it easier to clean a variety of contours.

normal position



reversed position



*45° Angle of deflection*

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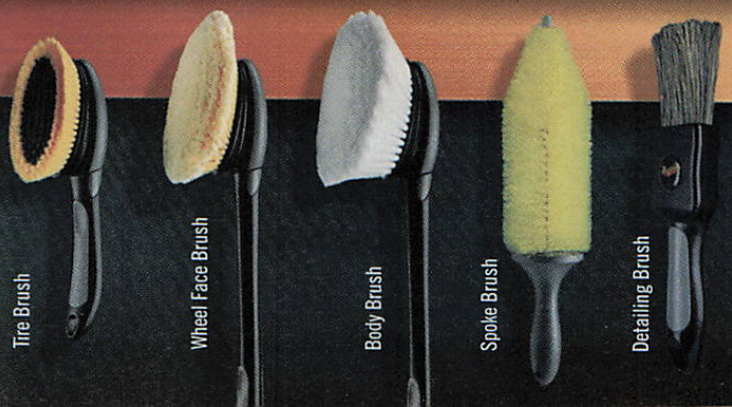
**THE FUSION OF PASSION • DESIGN • TECHNOLOGY**

Never before have you been able to own detailing tools and accessories of this caliber. Each and every item in our Gold Class line is a revolutionary breakthrough that will help you achieve exceptional results in record time.

Driven by our passion for perfection, we carefully engineered every little detail. The wheel brush is just one example. Run your fingers through the deep, soft bristles and sense just how gentle this tool will be on your wheel's finish. When you grab the handle, it feels like a serious tool and then you discover the handle is detachable so you can switch handles from long to short or reverse the angle of the brush head to fit every contour. Each tool is built to last! Each is backed by Meguiar's "100% satisfaction" money back guarantee.



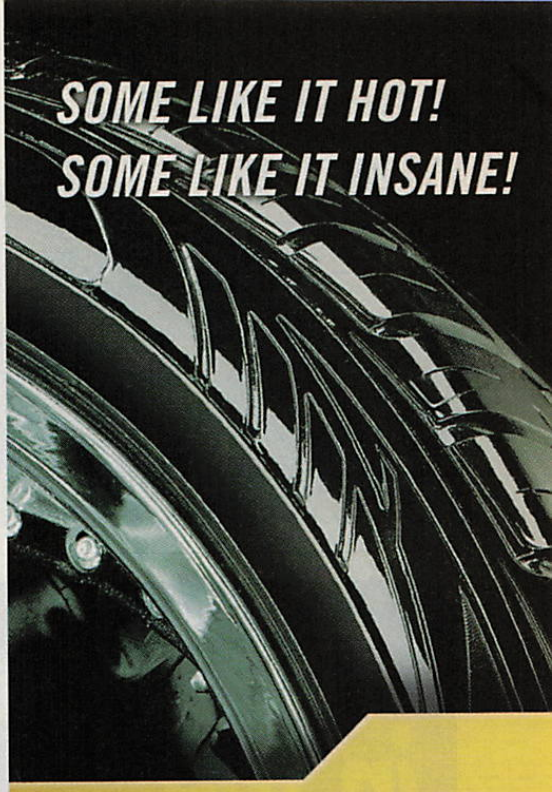

*Please visit our website to see video demonstrations of these amazing new Gold Class tools at* ***meguiars.com*** *or for more information call 800-545-3321.*

Sammy V's modified A rolls into the valley. Built on a custom-engineered chassis, the small-block roadster was a "four-Sunday build" finished three weeks before the Ranch Run. The roadster behind it belongs to Rick Tokiyeda and has been his daily ride for three years.

Big 'n' littles with kidney beans and knock-offs, some sweet pinstriping, and a blown 355 set off Chick Koszis' black Deuce highboy. Chick lives in Valley Center and is a Ranch Run regular.

This bare-metal turtle-deck T is another Ranch Run vet. Dave Eltholtz built the entire car, including the hand-fabricated flip-off top on what used to be a roadster body and the rear portion of the body, built from VW fenders.

Rodney Bauman's dad first built this '28 touring back in the early '60s. It was rebuilt in the '80s and is now driven by Rodney and his wife Marlene. The Chevy small-block is hooked to a TH350 automatic.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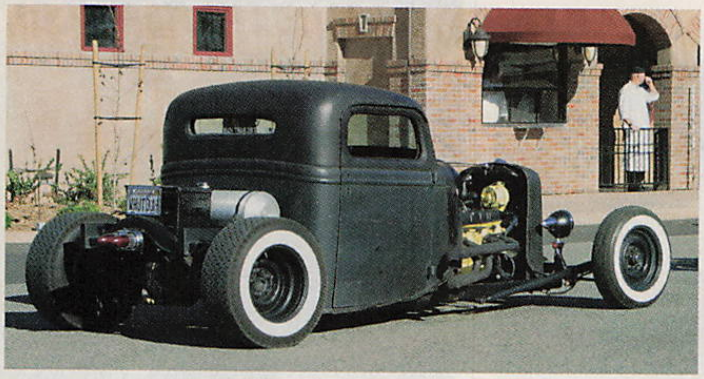

After getting rear-ended in his Riviera, Jason Sanabia used a lot of the leftover parts to build this low-slung hot rod pickup that was participating in its first Ranch Run. The '36 Ford cab was dropped on homebuilt 2x3 rails. Engine is a 401 Nailhead. Taillights are Cadillac.

We like what a little mud adds to the looks of this hard-driven '32 three-window. Eric Preuss from Escondido, California, has owned the coupe, driven by a '49 Merc Flathead, for five years.

Meet Ignitor® II.
It's an Ignitor with smarts.

The key to great ignition is obtaining maximum performance from the coil. The Ignitor II with its powerful microcontroller senses energy levels in the coil and adjusts the dwell period for the best possible spark. It allows the use of very low resistance coils (see Flame-Thrower®II, below) which build energy faster and have greater high RPM potential.

The Ignitor II shares the same features that made the current Ignitor so popular for the last 25 years. It fits entirely inside the distributor, installs quickly and easily, and you'll never change or adjust points again.

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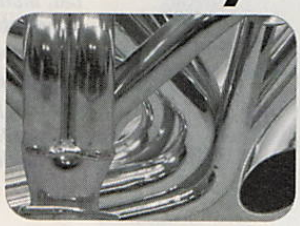

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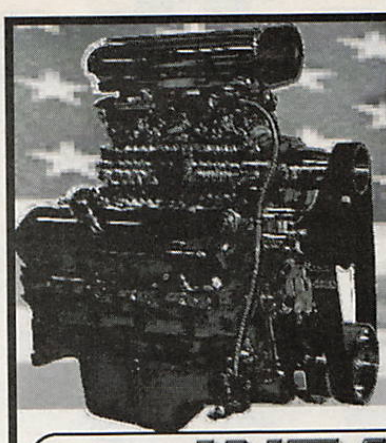
The gray primer was added at midnight before the Run to cover the chop seams and shaved handles on Rich Norton's '49 Ford. The sedan is powered by the original Flathead that is now backed with a C4 gearbox.

Randy Haught's '32 Chevy RPU is loaded with great details, including the '33-'34 Chevy grille, '55 dash, and '40 Packard headlights. The engine is a 250ci I-6 Chevy. Human-skull door-hinge pins are too small to see here.

Back at the ranch, Mark Van Schyndel (left) brags on his A roadster to Tim Sutton from KustomImaging.com. Homemade in the style of a budget dirt track car, Mark's first rod (powered by a 305 Chevy) was built for $1,800, starting with the $20 backyard body. R&C



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| 37-40 Carter W-1 fits 216ci | $52.75 ea |
| 41-48 Carter W-1 fits 216ci | $53.75 ea |
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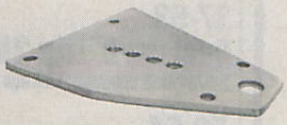

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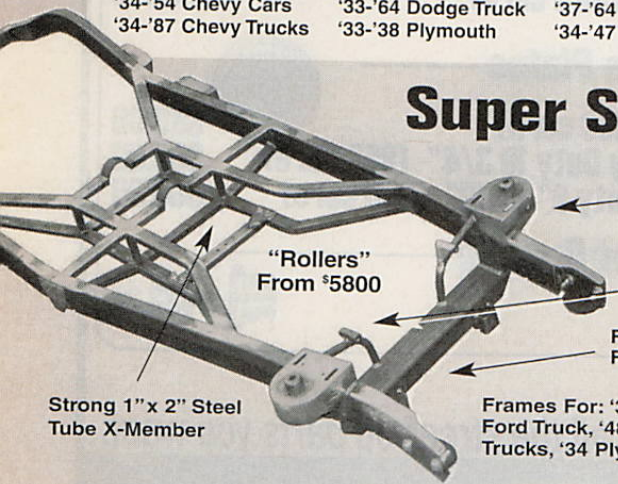
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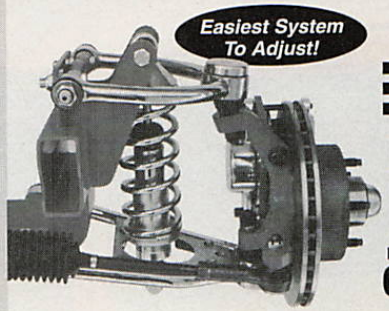

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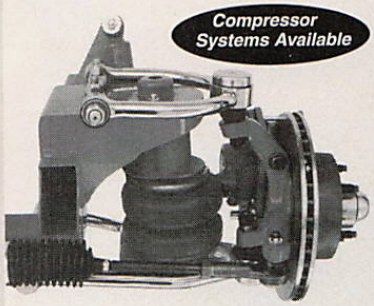

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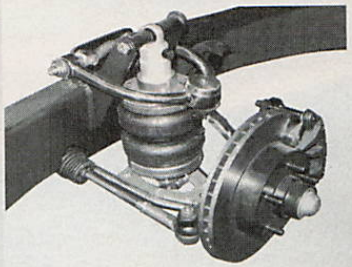

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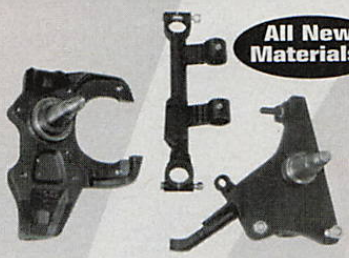

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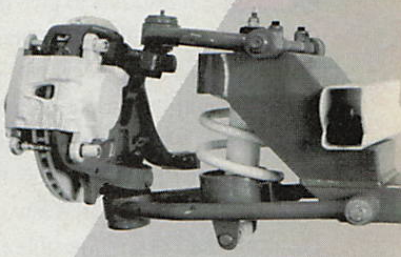

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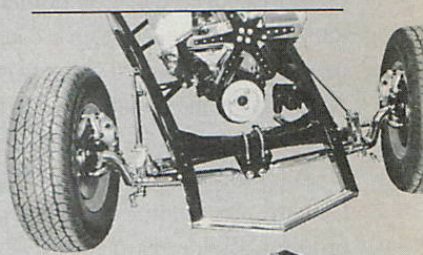

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## Richard Holte's Hemi Highboy

# High '

**By Tim Bernsau**
**Photography By Damon Lee**

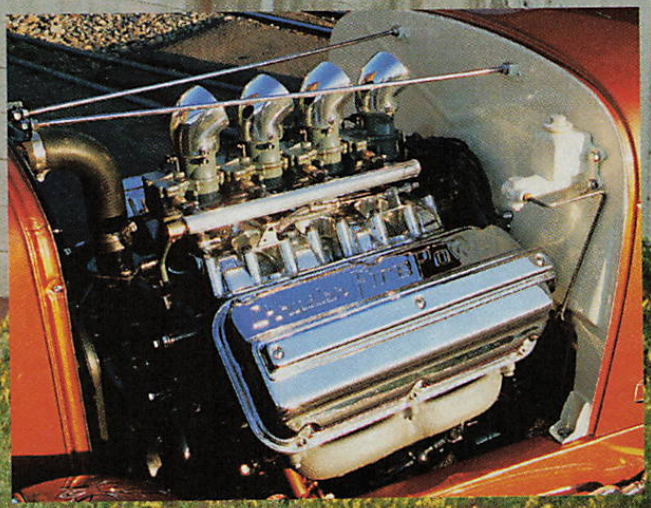
You know the feeling: You want to build a hot rod that perfectly suits your style, but it also has to give you a bit of a charge every time you take it out. Something traditional will work, but not in the already-been-done-a-hundred-times way. That's where Richard Holte was when he started thinking about building his first hot rod a few years ago. He wanted a Ford in the style of the early '50s, and he wanted to use as many OEM parts as he could. After pondering a few different body styles, he decided on a Model A Tudor sedan, and he finally found one listed in the Minneapolis paper. Antique iron doesn't thrive well on its own in Minnesota, where Richard lives, but the '29 he found is a tough old survivor.

"Everybody has heard about finding a barn car," Richard says. "That is just what this was. The car was all original, missing only the starter motor, wiper motor, and rear window. I carefully looked over the sheetmetal and searched for Bondo and didn't find any. I was concerned, though, because the body was covered in gray primer that looked to be sprayed from a couple of cans. I later discovered that it was put on to protect the metal, not to hide anything. I purchased the car immediately."

After three years of collecting parts, Richard was ready to start making progress. Builder Kurt Senescall at Creative Metalworks in Blaine, Minnesota, convinced him to make it a highboy, unchopped, and set on Deuce rails.

Although deciding on the body was difficult, picking the right engine was even harder. Here, as before, it had to be traditional but attention-getting. He thought about Nailheads, early Cads, and Ford Y-blocks, but he finally went for an early Hemi because of the "wow!" effect—and because he didn't see a lot of them at Minnesota rod gatherings. The choice became a challenge

# n' Mighty

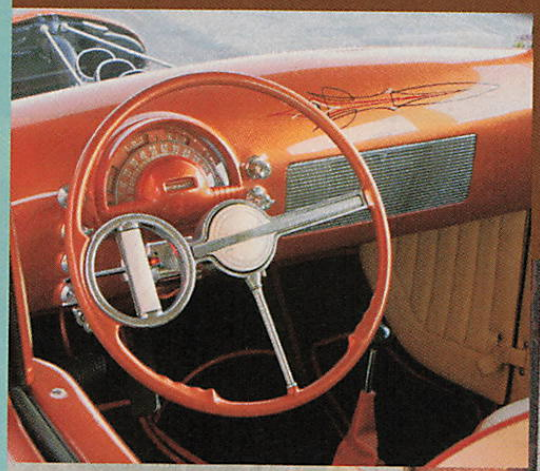


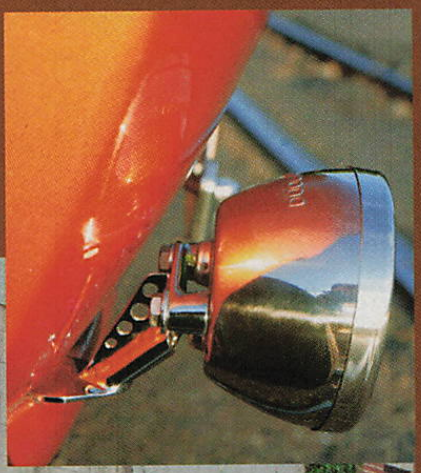
## High 'n' Mighty

when it was time to wrestle the big motor into the pinched Deuce rails. The clearance between the block and the steering box barely lets light through.

For all the imagination that went into planning the sedan, and all the modifications that were part of building it, the final result is a clean and cool hot rod that looks a lot simpler than it is. Like the best rods, this one keeps surprising you the more you look at it. That's the effect it had on us when we saw it at Back to the Fifties in 2004. By that time, it had already racked up some respectable mileage.

Now Richard is thinking about converting the distributor to an electronic ignition and swapping the four-deuce intake setup for a less cool-looking but more streetable four-barrel. What does that tell you? Maybe that Richard is as serious about the street as he is about style. R&C





**Richard Holte**
Woodbury, Minnesota
'29 Ford Tudor Highboy

### Drivetrain

There's plenty of power in the '55 Chrysler Hemi to pull this Tudor along. Wheeler Racing (Blaine, Minnesota) balanced the 331, bored it 0.060-over, and added a set of modified OEM heads. A row of rebuilt Stromberg 97s from Sundem Carburetor Service (Minneapolis) was bolted to a Cragar manifold on top of a Moon valley cover. The rail reduces the impact of pulses from the pump, and cast-iron exhaust manifolds pipe the exhaust to glasspack mufflers. Current comes from a 12-volt-converted '57 DeSoto generator. The Hemi is backed by a 727 Torqueflite (rebuilt by Chuck Lofgren) and a 9-inch Ford rearend with 3.50:1 gears and Posi.

### Chassis

Creative Metalworks muscled up a set of Deuce rails from American Stamping using a Deuce Factory front crossmember, a Chassis Engineering '33-'34 centersection, and a POSIES rear crossmember. Hairpins were added in front, and a dropped I-beam axle was hung on reverse-eye leaves from POSIES. A Vega box is used with F-100 steering. The narrowed rearend was modified for a buggy spring and four-bar setup. Mid-'50s Buick aluminum drum brakes were mounted on early Ford spindles in front with Ford drums in the rear. The master cylinder is from a '56 Chevy.

### Wheels & Tires

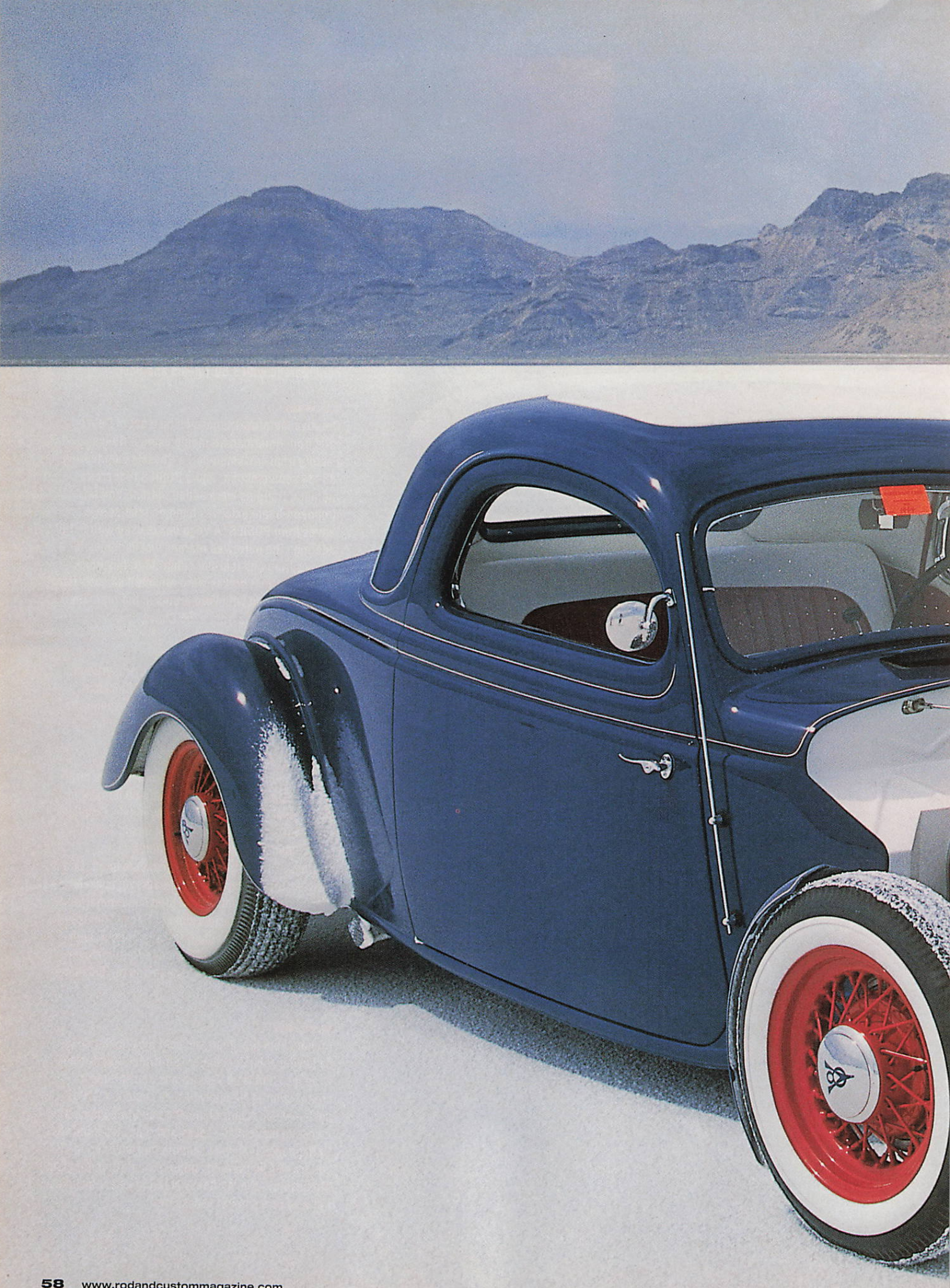
The tall sedan body called for some proportional rolling stock, provided in the form of Stockton Wheel Service 16-inch steelies. The capped rims wear Firestone 5.50 and 7.50 bias-ply rubber.

### Body & Paint

Rather than go the radical chop route on the original steel body (which retains about 80 percent of the original wood), the Tudor stayed tall. Creative Metalworks filled the top with a Lincoln Town Car roof, added a slight visor, and modified the driprails. The '32 grille was tweaked a bit to drop it between the framerails. BLC headlamp buckets hold repro Ford lights. Paint prep sheetmetal work was done by Bo Vescio's shop in Roger, Minnesota, where the sedan was shot, top and bottom, with copper DuPont paint. Ken Madden from Andover, Minnesota, took brush to body to add the finishing pinstripes.

### Interior

Richard kept the clean and cool look on the inside by having John Zechbauer (Stillwater, Minnesota) wrap the OEM front seat frames and springs in cream-colored Naugahyde. The custom '49 Olds dash—which required moving everything back 4 inches to make it fit—looks just right. It's filled with OEM gauges that were rebuilt and converted to 12-volt by APT Instruments International (Bloomington, Minnesota). The '41 Chevy steering wheel includes the very rare spinner accessory.



# Bill Ross' '35 Ford Coupe

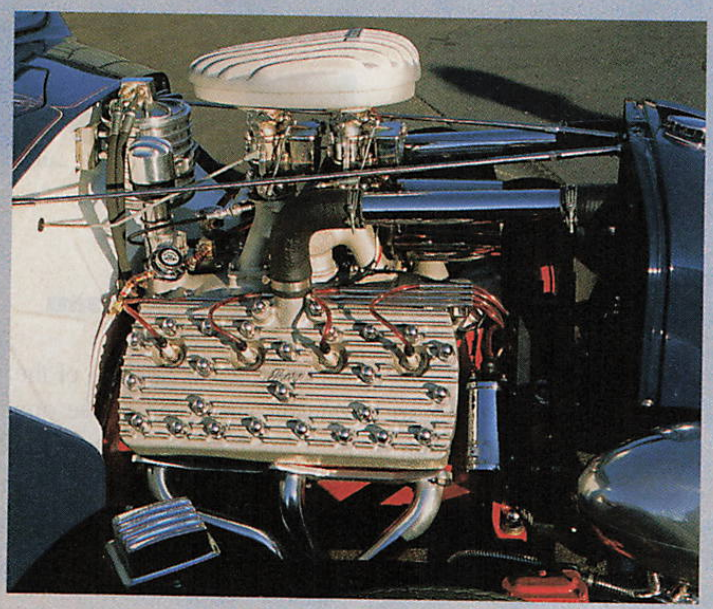
# Fat Free

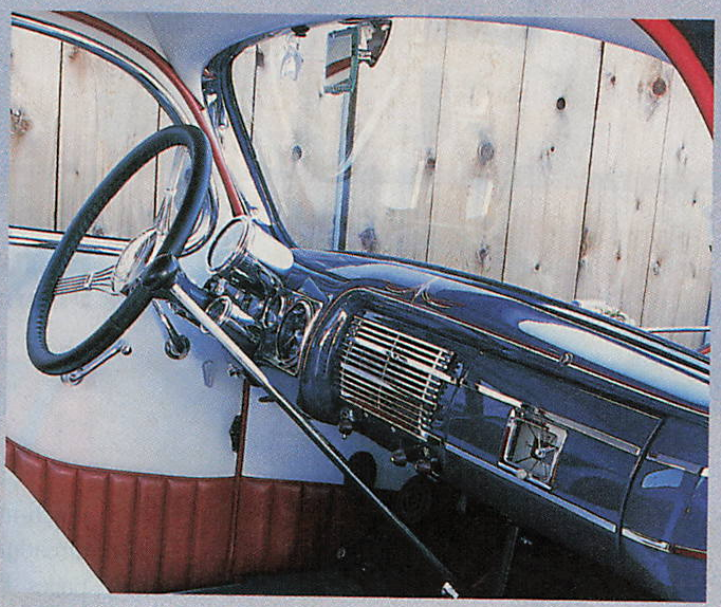
**By Tim Bernsau**
**Photography by Mike Harrington & Tim Bernsau**

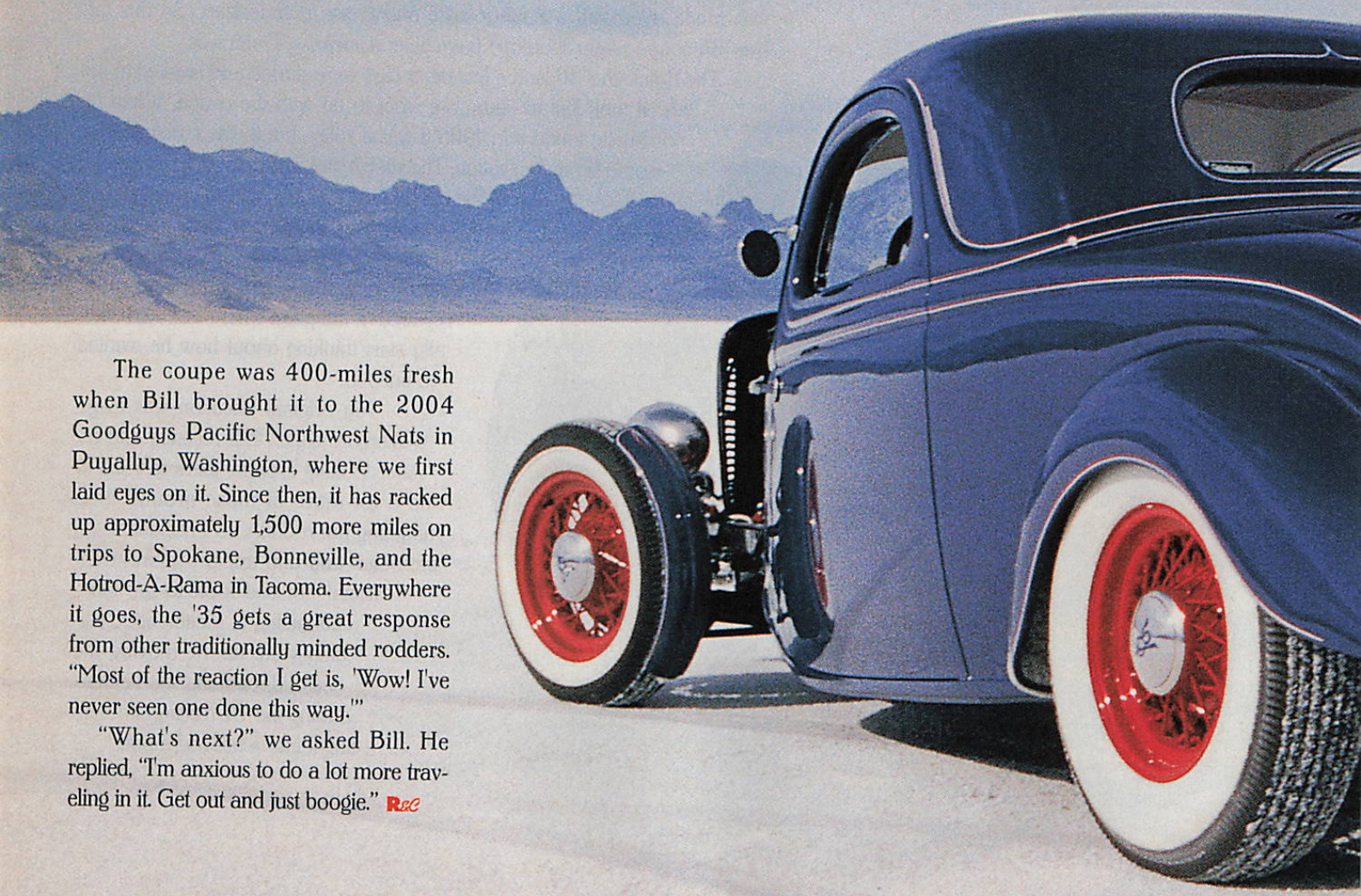
We think of '35 Fords as standing at the gateway of the fat-fendered era, so it's always surprising to see one built without those familiar full fenders and running boards. But Bill Ross, the guy responsible for this much-modified three-window, isn't interested in the same old thing. We already knew that from the previous cars Bill has had pictured in these pages. His chopped and channeled '54 Buick (June '03) featured a radically reworked front bumper and grille design. His '46 Ford (Sept. '00) was made over with a Zephyr nose and Buick rear fenders. So this fat-free '35 coupe really shouldn't have been a surprise. But it was.

The Buick, the '46, and a few other cars were started and finished in the time it took Bill to figure out what to do with the coupe. When he originally found it in 1995 it was a roller, but it was screaming for some serious salvation. The sheetmetal was extremely rough, the rear of the car had been crunched and crudely fixed, and the doors were hanging on rusty hinges like loose shingles. After about five years of off-and-on attention, Bill had the coupe repaired to the point where he could actually start thinking about how he wanted to build it.

"My original intention was to go Westergard style," Bill recently told us. "After looking around, there seemed to be a lot more of those around than anything hot roddish, so I decided to go the other way and apply a more traditional hot rod look to the '35—channeling it, sectioning it, suiciding the doors, moving the deck lid, bobbing the fenders, adding the '37 truck grille—getting it into a hot rod mode."

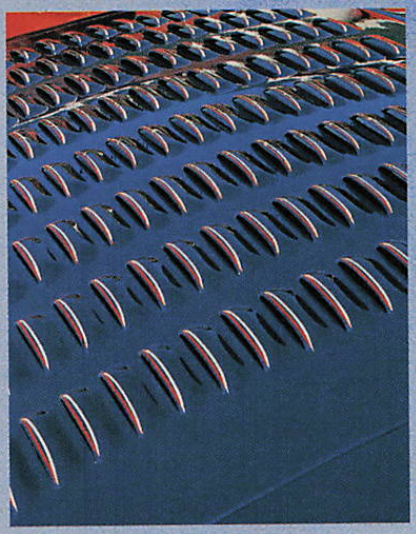


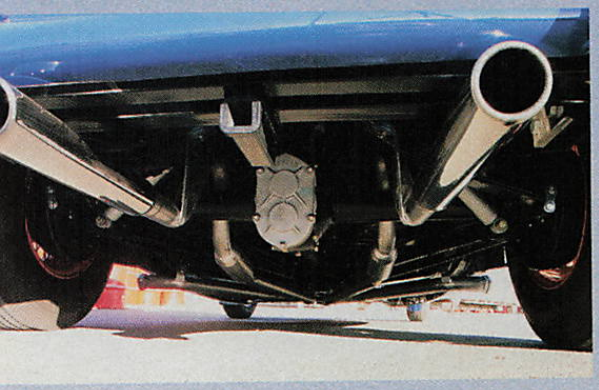


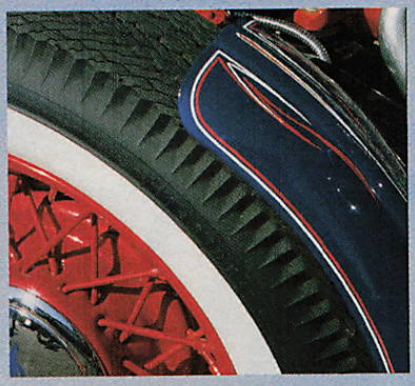


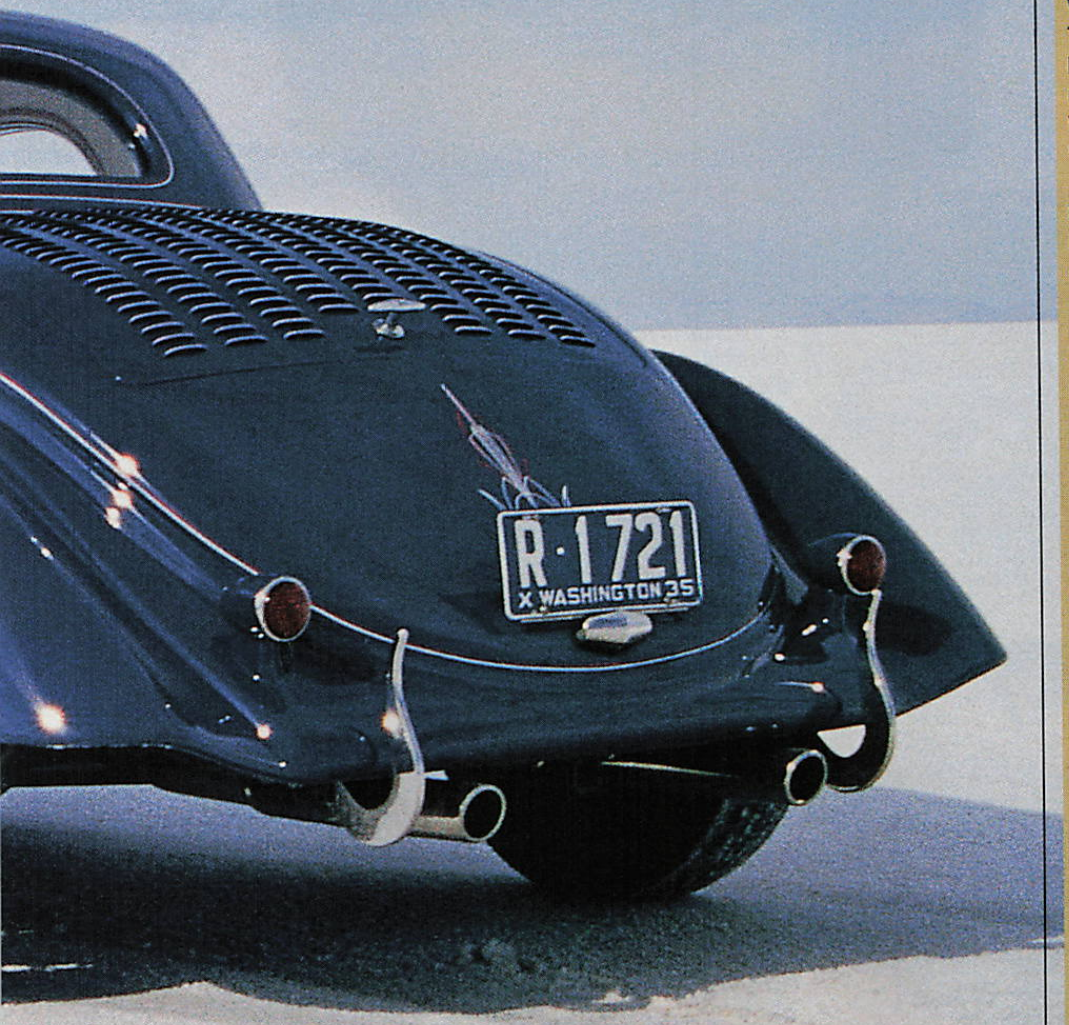
The coupe was 400-miles fresh when Bill brought it to the 2004 Goodguys Pacific Northwest Nats in Puyallup, Washington, where we first laid eyes on it. Since then, it has racked up approximately 1,500 more miles on trips to Spokane, Bonneville, and the Hotrod-A-Rama in Tacoma. Everywhere it goes, the '35 gets a great response from other traditionally minded rodders. "Most of the reaction I get is, 'Wow! I've never seen one done this way.'"

"What's next?" we asked Bill. He replied, "I'm anxious to do a lot more traveling in it. Get out and just boogie." R&C










**Bill Ross**
Yakima, Washington
'35 Ford Three-Window Coupe

### Drivetrain

Bill knew that only a Flathead would look right in the open engine compartment and built a hot-rodded flattie that looks like it just fell out of the '50s. The '48 59AB block is capped with modified Sharp heads. Dual 97s with a Thickstun air cleaner top an Eddie Meyer slingshot manifold. Headers are custom jobs built by Tatom. The oil filter is a modern replica of a '50 Hildebrandt unit (O'Brien Truckers has these). The floor-shifted '37 La Salle trans in the car at the time of these photos "leaked like a sieve" and has been replaced by a '48 Packard that works great. The quick-change was built by Ken Austin (Newberg, Oregon).

### Chassis

The car was rolling on the stock chassis when Bill bought it. He modified it for the transmission and rearend, and added '32 Ford front framehorns and crossmember. The frontend features a 4-inch-drop Magnum I-beam and monoleafs, split 'bones, and a '56 F100 steering box. The rear hangs on Model A springs. Bill added '41 Lincoln 12-inch brakes front and rear.

### Wheels & Tires

The 5.50x16- and 7.10x16-wide whitewall bias-plies are from the Coker catalog and roll on 16x4 and 16x6 spokes, repopped by Wheel Vintiques, painted red, and accessorized with '33 caps.

### Body & Paint

In addition to sectioning the body 6 inches and channeling it over the rails, Bill performed extensive metal mods to the coupe, including a filled cowl, suicide doors, and bobbed fenders. Distinctive retro items everybody seems to like include the '37 truck grille, custom front spreader bar and Moon tank, rear nerf bars, '37 Ford taillights, louvered decklid, and '30s-era Edmond & Jones headlights. The paint had to be traditional, but primer would've been too flat for this eye-catching rod. The color came from the vintage '35 Washington license plate Ross bought from a friend. The closest paint he could find to match the tag was "Pepsi Blue," painted by Tim Ueltschi from Yakima and highlighted with red and white outside and inside.

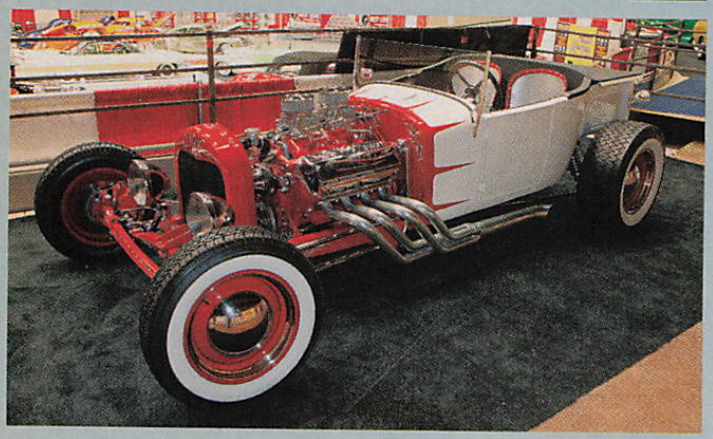
### Interior

Jamie Rice from Yakima got busy wrapping the stock seats in red and white tuck 'n' roll vinyl. Moon blackface instruments inserted in the custom '40 Ford dash peak through the '35 banjo wheel. Nontraditional but invisible to the eye is the Kenwood AM/FM/CD sound system.

## The San Francisco Rod, Custom, and Motorcycle Show

# Best of the Bay and Beyond

*In a tribute to the Oldsmobile, John D'Agostino showed his '66 Olds Dynamic 88, which featured bodywork by Oz Kustoms (Oroville, CA). Devine complemented the purple paint by installing a white pearl interior with purple piping.*



*Simple but sweet, this lil' T sure drew a crowd! Maybe it was the '56 Hemi stuffed up front, but builder/owner Tom Pagano also picked up a few awards—first in the Altered T Roadster class and then the Tommy "The Greek" Memorial Award—Sunday night for his ride.*

**By Eric Geisert**

It's generally accepted that the San Francisco Bay Area is the birthplace of the customized car show, as it was in 1949 when the first custom car show was held in Oakland, California. Soon, similar shows popped up all over the country, but there has been at least one (and sometimes more than one) custom car show per year held in the Bay Area for more than 50 years.

Indoor car shows are among the oldest methods for getting new design ideas introduced to the general public. The Big Three have been using auto show mentality for decades to showcase their wares, and it's been the same for the hot rodding crowd, and for just as long.

*The big winner in the custom division was Robert Wolf, who went home with the Most Elegant Custom award and the D'Elegance trophy for his '48 Buick Special. Customized Cadillac bumpers and a host of subtle, trick body mods on the car, which the owner calls Salsa Verde, turned the judges' heads. A 5.7-liter engine powers the beast, which features metal work by Merlin Berg and paint by Greg Kalmes.*

*The A Brothers, Mike and Larry Alexander, rose to prominence in Detroit for their unique perspective of custom car building, then closed their shop in 1969, but not before creating a large selection of unique vehicles, such as the Deora. Both brothers were on hand all weekend showing three of their vehicles, signing posters, and talking with fans.*

*Leo Reyes picked up awards from both Joe Bailon and Rick Dore for his tangerine '54 Buick convertible. Eddie Santos did the bodywork, and Oz Kustoms did the paint, top, and Air Ride installation. Devine created a unique vintage look for the 'vert's interior.*

Rick Perry, owner and producer of the San Francisco Rod, Custom, and Motorcycle Show, has lived the car show scene for many years. Once the right-hand to promoter Don Tognotti (who for many years produced the Grand National Roadster Show—the oldest custom car show in the country), Rick knows what it takes to create a show that will attract both spectators and builders alike.

The site for the fifth annual show was the historic Cow Palace in South San Francisco. The Palace's main floor is where many of the high-profile cars are placed, but there are several other rooms at the facility filled with rods, trucks, motorcycles, kits, and customs.

The three-day SFRC&M show is your "full-tilt" deal: with manufacturers and parts suppliers (such as Edelbrock and Hot Hues) showing their latest products, live bands, and chassis building demonstrations.

The popularity of current trends and fads can be gauged at shows like this, as color schemes, interior design choices, and general vehicle appearance change from year to year. Last year, the show set aside one large room for about 70 or so "traditional rods," those hot rods whose looks lend themselves to the rough and raw rides of '50s-era jalopies. This year, more than 150 suede and hardcore cars filled the buildings behind the main arena, a testament to the gains in popularity of the genre.

Saturday, the show's Hall Of Fame ceremony inducted four new members to

*Bob Rosenthal's '39 Ford was a study in subtlety. Though first looks may say vintage custom, the chopped, sectioned, and channeled convertible rode on an LS1-powered Brizio chassis with Heidt's IFS, rolled on Wheel Vintiques' billet wheels, and covered in mile-deep paint from Lucky 7.*

*John Mumford has an incredible collection of cars, and he had two entered in this year's show, including this exquisite '36 Ford skirted steel roadster.*

*Danny Morte painted David Berelson's cool '31 Ford roadster, which used a 305-inch Flattie, a Tremec five-speed, and a Richmond quick-change for a drivetrain.*

*Zane Cullen, out of Santa Rosa, CA, is making quite a splash with his boardtrack racer. The Poliform 'glass body is heavily modified from the original speedster shape, and bolted to a chassis from Rex Rod & Chassis. A Ford PZEV motor, with custom injection from Jim Foley, powers the little racer. Zane was honored with the Don Tognotti Memorial Award for his ride.*

*The San Francisco Rod, Custom, and Motorcycle Show's Hall of Fame inducted four new members this year. From left: designer/TV star Chip Foose; RP Production's George Hague; customizer Rick Dore; and NorCal customizer Dick Falk.*

*Gene Winfield has been in the custom car business since the early '50s, but he started his life-long career on Southern California's dry lakes and oval tracks. He was on hand selling merchandise, plus he had his '60s-era, bubble-topped Reactor on display, too.*

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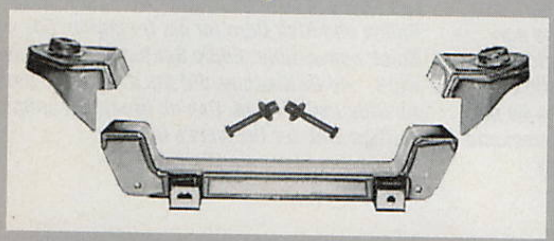

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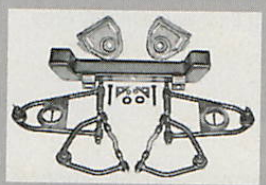

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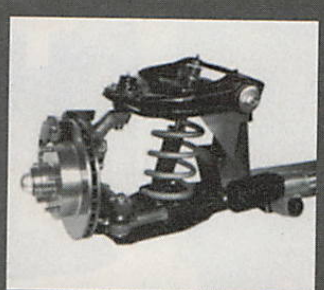

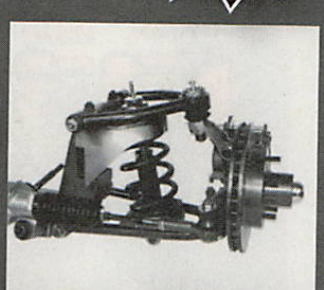

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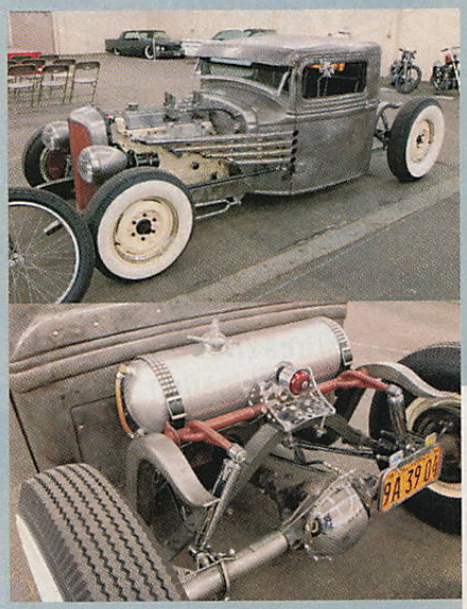


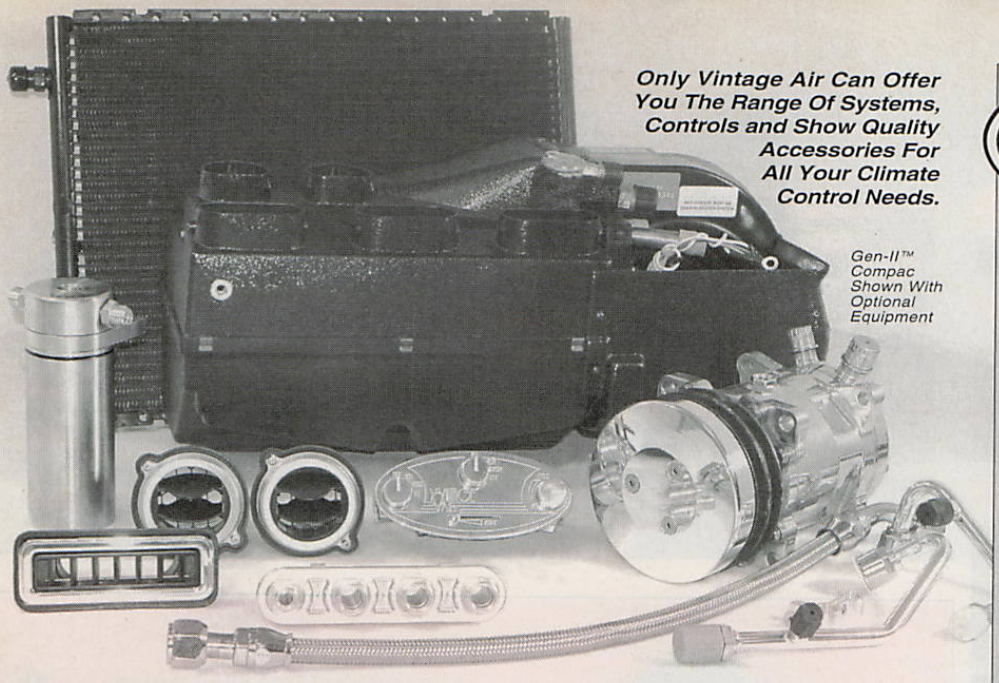
Over in the "Suede Room" more than 170 cars and motorcycles were on display, including this really interesting bedless '34 Ford truck. Check out the straight exhaust and the trick frame tips out back (not to mention the studded dog collars on the gas tank!).

Rich Elliot's dual-engine '30 Ford coupe sure drew a crowd, and there was a lot to look at! The engine leaning over the driver side wasn't connected to the off-center rearend, but the passenger side was. We'd love to see this one run!

Bob Dron, one of the largest Harley-Davidson dealers in the western United States, enjoys both customs and early drag cars. He also has a passion for this '40 Ford COE, which was painted flat red with scallops by Lucky 7. The hauler's bed is lined in polished diamond plate aluminum.

the fold, and afterwards dozens of HOF members took part in an autograph signing session that lasted for hours. Hundreds of spectators walked away with a lifetime of memories after a chance to meet those they've only read about for years.

You can only scratch the surface of such a large event by showing highlights in a magazine. The San Francisco Rod, Custom, and Motorcycle Show should really be experienced in person, with all of its color, grandeur, sights, and sounds. For more on the show, including next year's dates, check the Web at www.rpprodinc.com. RC



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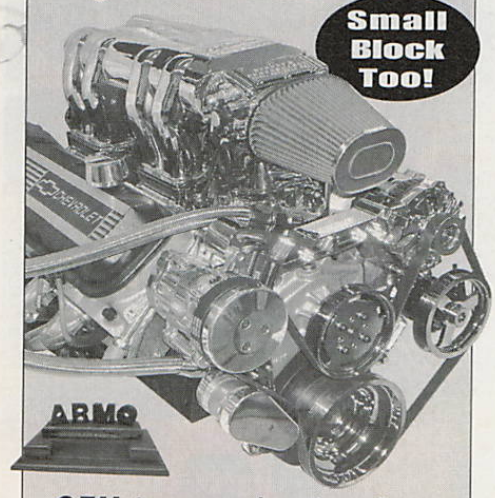


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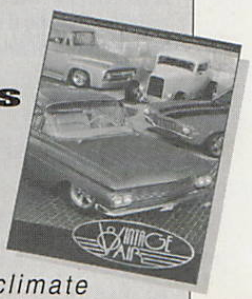

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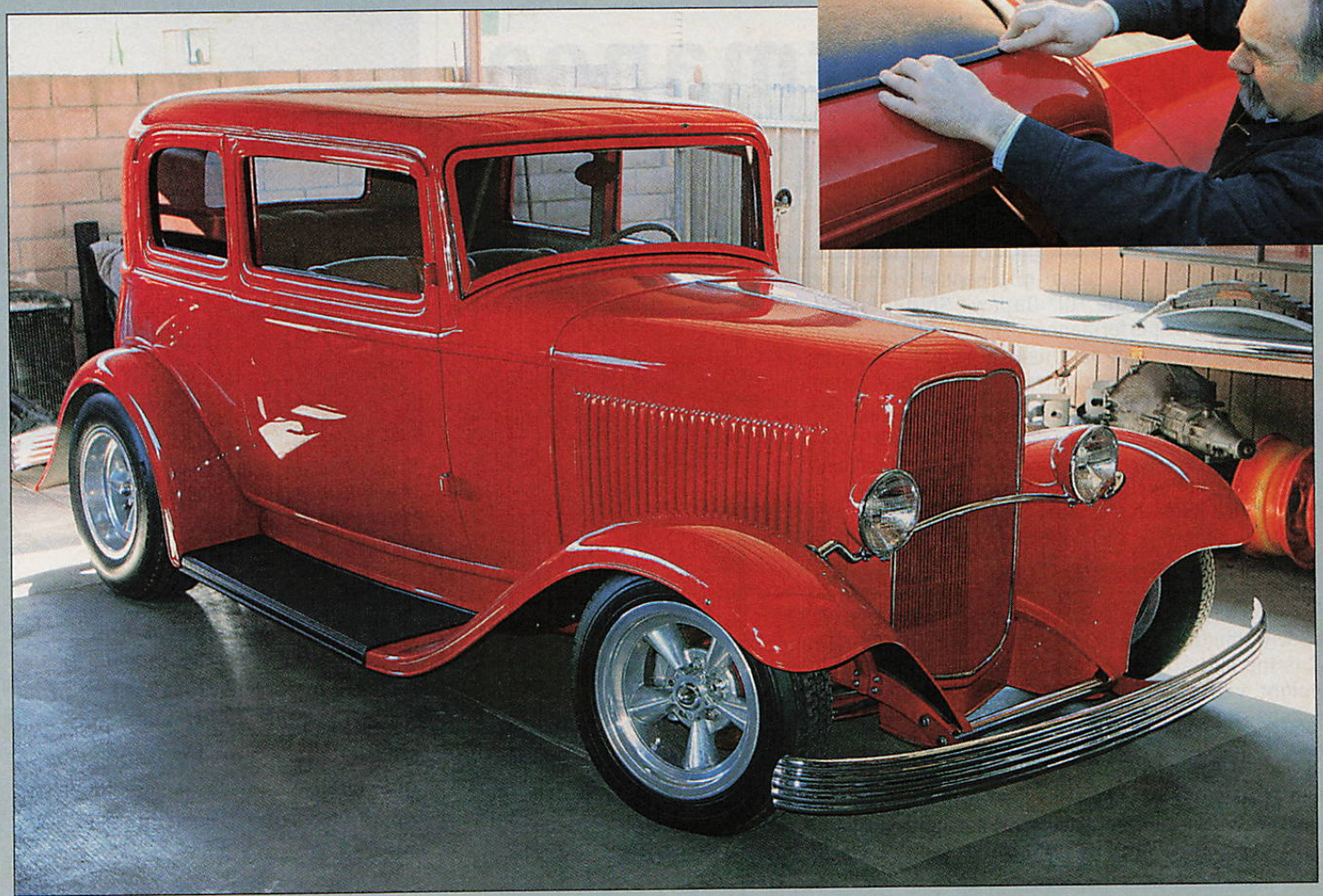
## Installing a Juliano's Top Insert

# Special Topping



*The starting point of this project was a '32 Ford Victoria with a filled roof. Despite very good workmanship, the top had developed a few hairline cracks along the welded seam that is now over 20 years old. The owner has removed many of the "slick" elements from his original '80s build and wanted to return to the original look of a cloth soft-top insert.*

**By Jim Aust**

Back in the early days, the tops of closed automobiles used fabric inserts because it was easier for automakers to manufacture them this way. As time progressed the soft top slowly disappeared from production vehicles by the end of the 1930s. Rodders from the earliest days have always tried to incorporate elements of "late-model" cars into their hot rods, and filling the soft top was a natural upgrade.

Just like everything else in rodding where "what's old is new again," returning to the look of an original soft-top insert is something

*To achieve an appearance closest to original we measured an original insert and then transferred those measurements to the filled roof adding a half-inch to the outside diameter to stay clear of the welded seam.*

*Using templates taken from the original insert, the corners were transferred to the Vicky's roof.*

*Before attaching it to the top, 1/8-inch holes were drilled in the supplied tack strip in 2-inch increments.*

many early car owners have been considering. Thanks to the adaptability of the Juliano's Interior Products top insert kit this isn't as hard as you might think. The same kit they offer for original open tops can also be used on vehicles whose tops have already been filled (with a smooth top).

Among the many reasons an owner might want to return to a soft-top style insert is a filled roof that has begun to show its age and may have developed cracks where the filled insert was joined to the original sheetmetal. This was the case with the '32 Ford Victoria used in the installation story, but just about any vehicle can benefit from the addition of a Juliano's top insert.

As you follow along with this installation, remember that the same steps are used on a vehicle still sporting the factory hole in the roof as well as those that have already been filled. Either way we have a definite "soft spot" for soft tops. R&C

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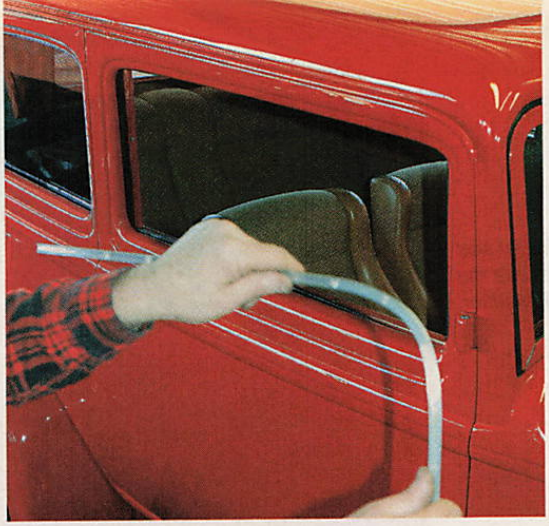
*Shaping the tack strips began by matching the contour of the roof sides to the long aluminum pieces. Although we didn't, you might want to use some masking tape along here to protect the paint.*



*The corners were shaped by hand to match the original corners laid out on the roof.*

*The opposite tack strip was shaped to mirror the contour of the first formed tack strip.*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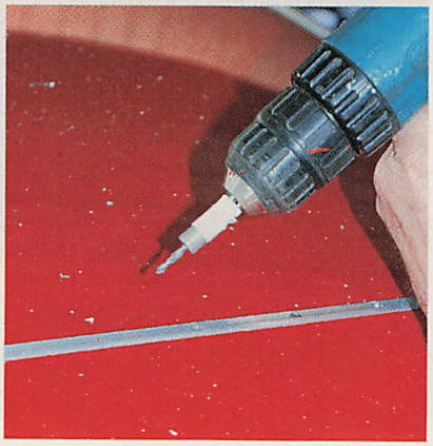
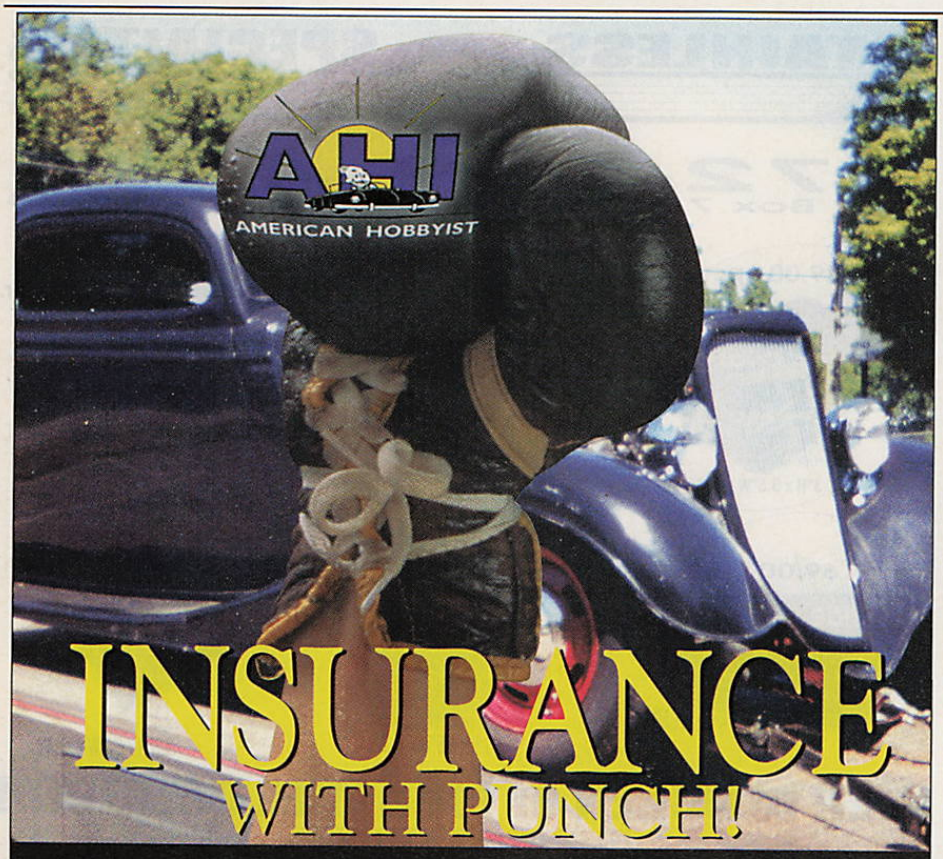


*Before drilling into the roof, a depth limiter was added to the drill bit to prevent damage to the installed headliner.*

*Working around the roof the tack strip was drilled in 2-inch increments and riveted to the top.*

*Once the tack rail was completely attached, a 1/8-inch hole needed to be drilled between each pair of rivets around the entire top (1-inch increments).*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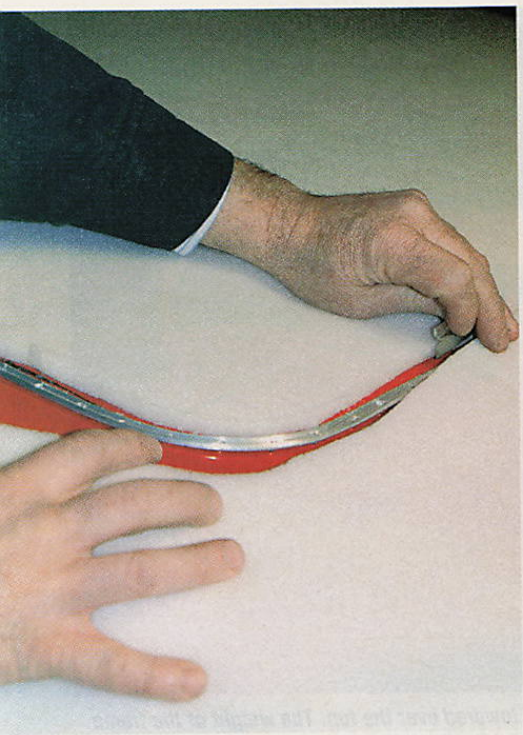

We then applied a light coat of contact cement and attached the supplied foam to the top. The excess padding was trimmed to the inside edge of the tack strip. Once this was done we had to drill out the rivets and remove the tack strip.

For the next step we had to build a simple frame from 2x4-inch lumber and then stretch and staple the vinyl supplied in the kit to the frame with the topside of the material against the wood frame.


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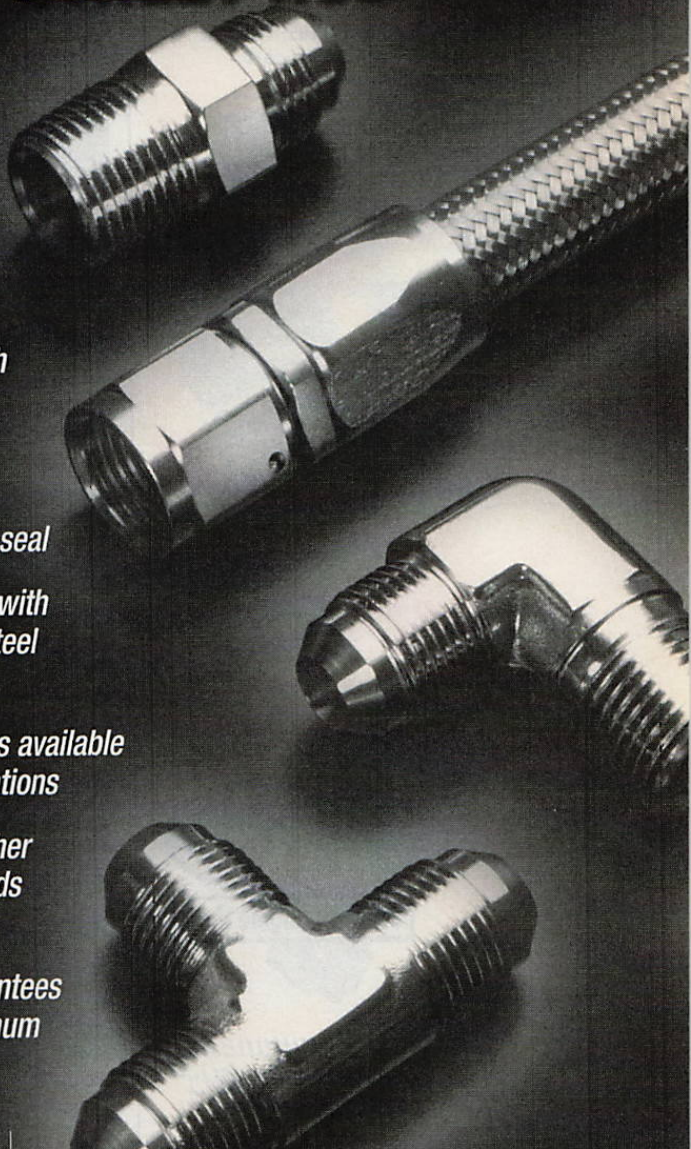

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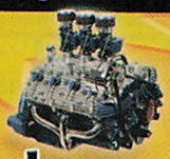

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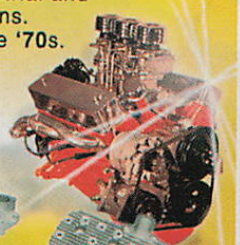

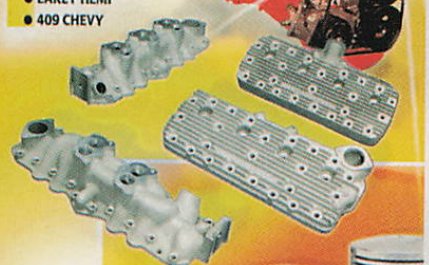

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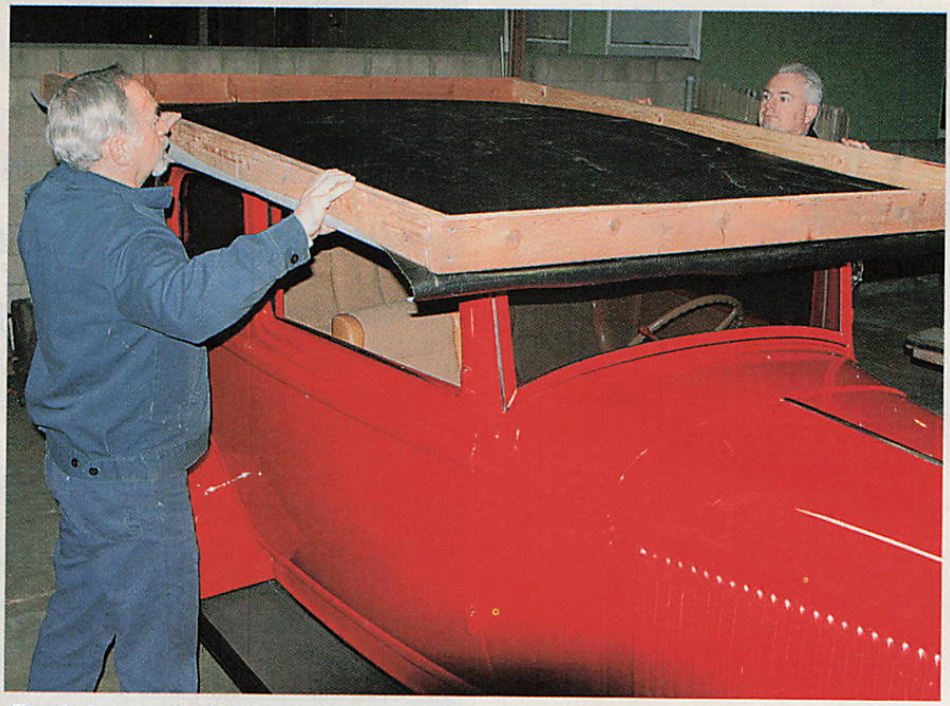
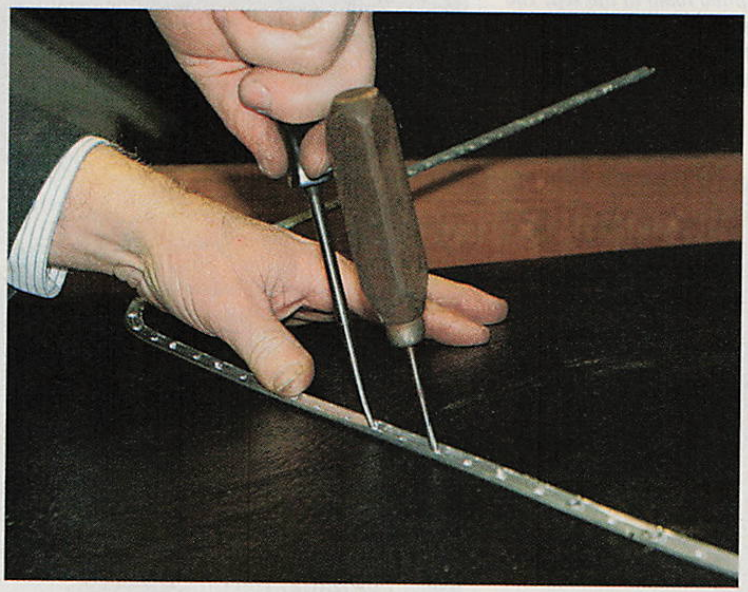


The vinyl-covered 2x4-inch frame was centered and lowered over the top. The weight of the frame evenly removed the creases in the vinyl without stretching it too tightly.



After the center reference hole was located using an ice pick, the tack strip was matched to the corresponding hole.

We re-installed the tack strip on top of the vinyl and padding with aluminum pop-rivets in 1-inch increments.

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  ✓ Exhaust systems ✓ Steering components
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**7-inch Hot Rod Headlights:** Available with black or chrome rings: $112.95 pair, black, $139.95 pair, chrome.

**NEW! SO-CAL Headlight Bar:** Stainless—4 widths now including Model A—call for sizes: $199.95
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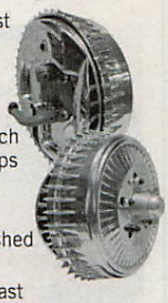
**SO-CAL Headlight Mounts—NEW LOW PRICE!** Now also available to fit '34 commercial headlights (5/8-hole) as well as regular early Fords (9/16). Polished, cast stainless: $99.99 pair.

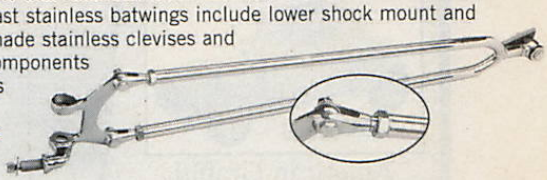
**SO-CAL Front Brake:** Uses a Wilwood 4-piston aluminum caliper. Available for 5-lug wheels in 4½-, 4¾-, and 5½-inch bolt circles: $1,675.00 plain with scoops $1,995.00 polished with scoops



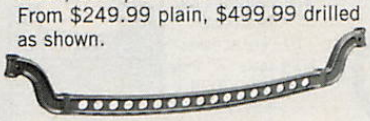
**Matching Rear Drum Covers:** $375.00 pair plain, $575.00 pair polished

**Swan Neck Outside Mirror:** Chrome die-cast neck design with a 4-inch stainless steel backed mirror: Mirror (single): $55.00, Mirror (pair): $99.90

**NEW! SO-CAL Hairpin Radius Rod & Batwing Kit—NOW with American-made stainless clevises & tie rod ends:** Can be used on most traditional-style hot rods. Cast stainless batwings include lower shock mount and Panhard bar mount. Kit now includes American-made stainless clevises and hardware. Also now with tie rod end option. All components available separately. Kits from $469.99. Batwings only from: $199.99 pr. Radius rods only from: $199.99 pr. Clevises only: $24.99 each. Tie rods ends only from: $19.95 each.



**Drilled I-Beam Axles:** SO-CAL now has 47-inch forged steel I-beam axles in stock, both plain and drilled as shown: From $249.99 plain, $499.99 drilled as shown.



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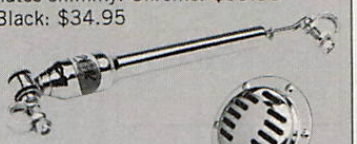
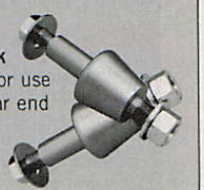


**Horn:** Chrome plated steel. Great for all sorts of applications, including pickups, VWs, late-models, etc.: $24.95

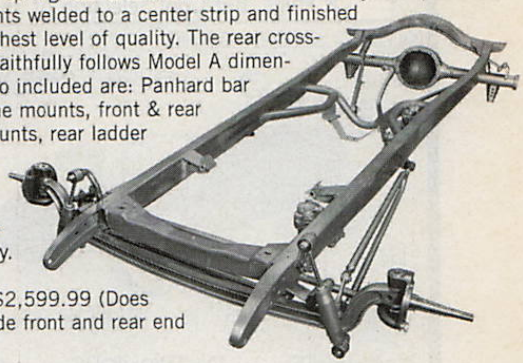
**Shocks:** SO-CAL carries a full line of Pete and Jake's shocks: front and rear, covered and uncovered, tall (9¼x14¼) or short (7⅞x11¼), chrome or plain: From $49.99 pair, plain, short.

**SO-CAL Rear Shock Mounting Studs:** For use on all types of rear end except coil-overs: $19.99 pair.



**SO-CAL F-1-style Upper Shock Mounts:** Polished, investment cast stainless steel. Can be used with most styles of lower mount: $125.00 pair.

**NEW! SO-CAL Model A Frame:** SO-CAL has developed this affordable, Model A buggy-spring frame to get you started at the right price with the right product. The rectangular steel tube rails replicate the original Model A dimensions, however, we've upgraded the chassis and included many of the fine details developed on our '32 Step-Boxed™ chassis. The central K-member incorporates the brake pedal and master cylinder mounts as well as a transmission mount that accommodates a wide variety of transmissions. The frame also includes a Model A-style transverse leaf spring rear crossmember with beautifully stamped side components welded to a center strip and finished to the highest level of quality. The rear crossmember faithfully follows Model A dimensions. Also included are: Panhard bar and engine mounts, front & rear shock mounts, rear ladder bar tabs. Available also as a perimeter frame only. Model A chassis: $2,599.99 (Does not include front and rear end shown)



A

Wiper switch
Speed knob

B

Headlight switch
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Keyless ignition
Bullet knob

D

2-position Headlight
Art Deco-black knob

**SO-CAL Switches:** SO-CAL's wide range of switches are now available with 7 different knob styles: Art Deco, polished and black, Forty polished and black (with machined accents), Speed, Shoebox and Bullet. Sorry, no Bullet horn push.
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G: Key ign./switch $29.95 (Art Deco only)
H: Dimmer switch $24.95 (Art Deco only)

E/F

Horn push
Shoebox & Forty-black knob

G

Ignition
Art Deco-black knob

H

Dimmer switch
Art Deco-polished knob

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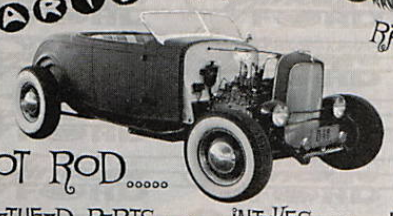

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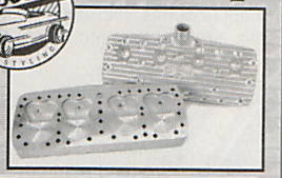

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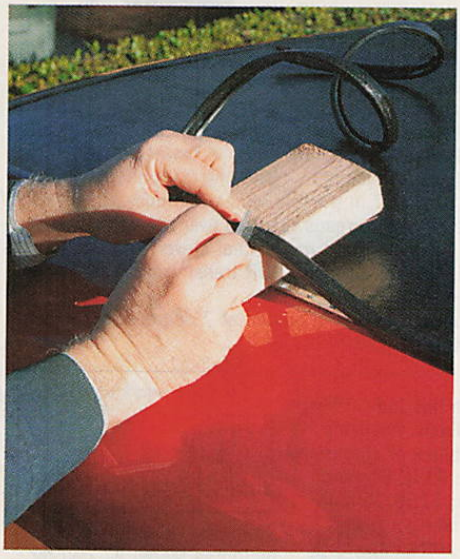
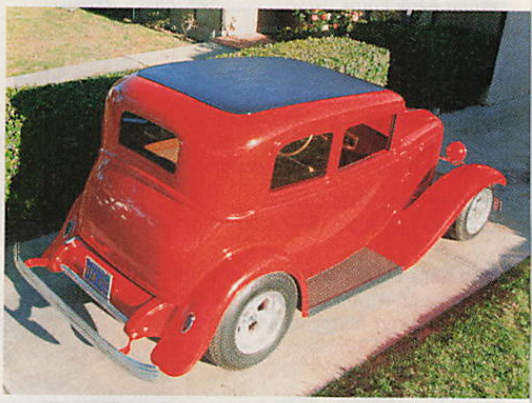
## Special Topping

*Once the tack strip was fully attached we carefully trimmed the vinyl to the outside of the tack rail, being careful not to scratch the paint.*



*We rolled the Vicky out in the sun for a few hours to make the vinyl edge trim more pliable, and then it easily snapped to the aluminum tack strip. The seam on this installation is almost invisible after careful trimming.*



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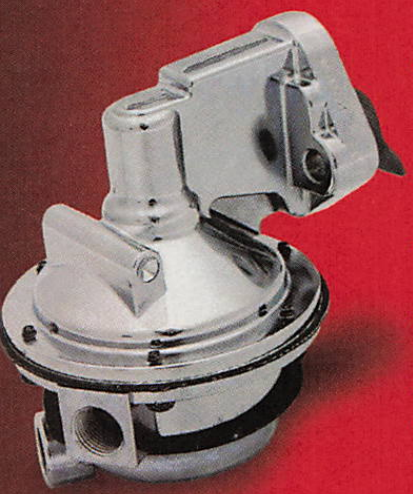

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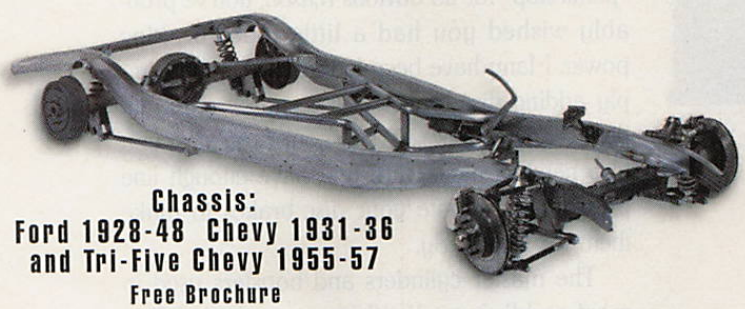

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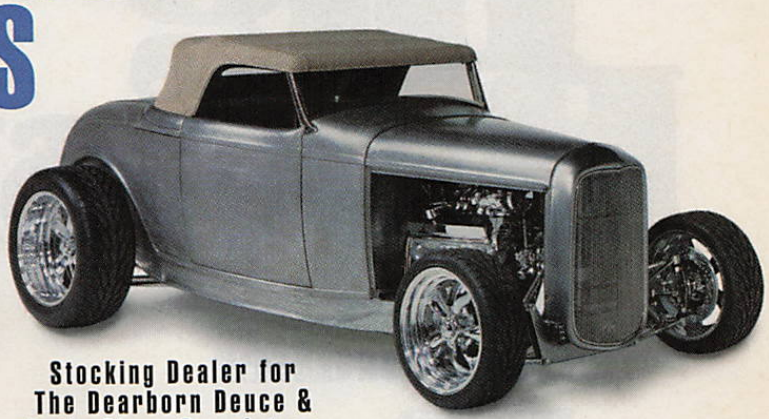

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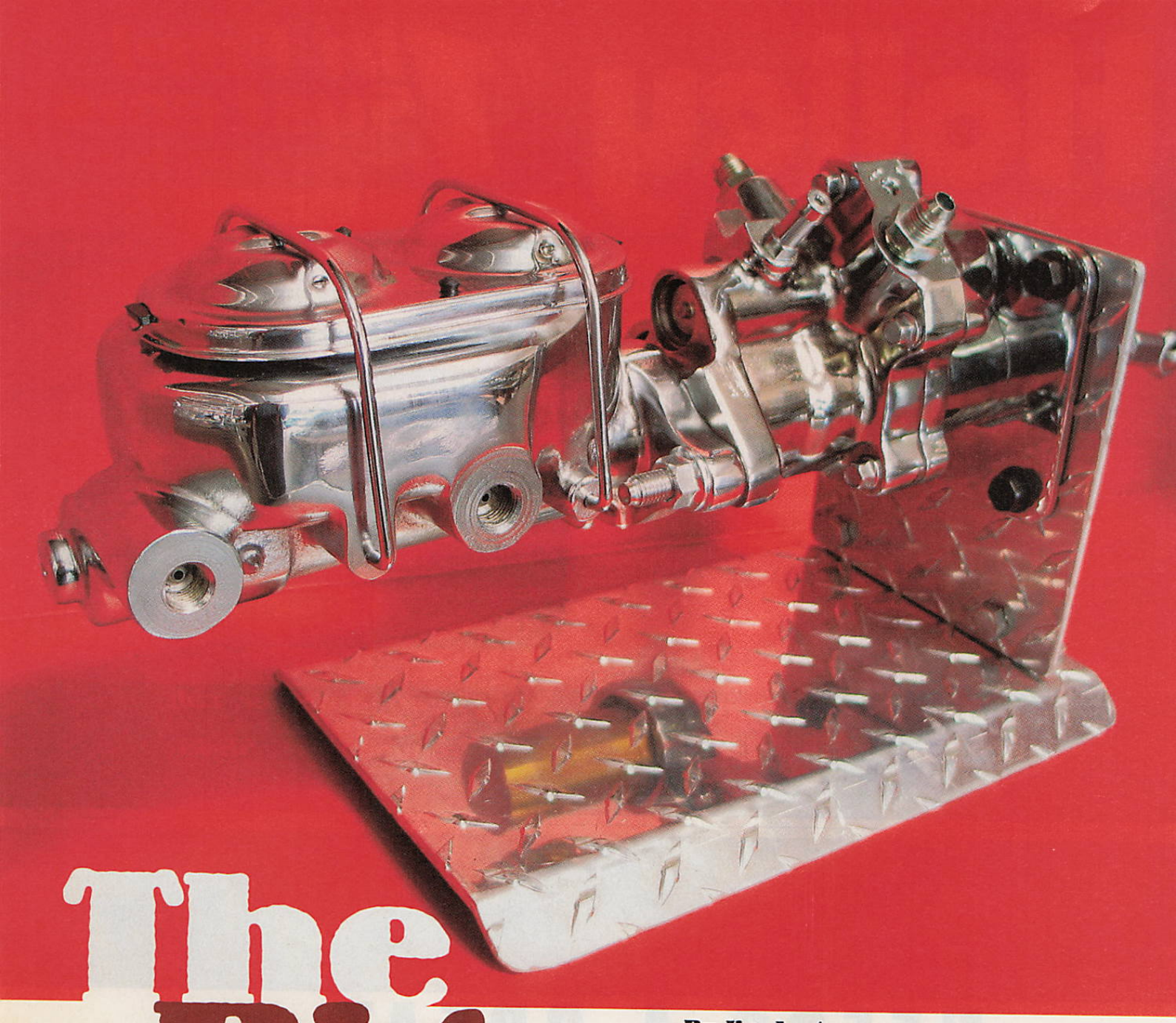

# The Big Boost

## Improve your brakes with a Hydroboost

**By Jim Aust**

If you've ever had your life flash before your eyes and pictured your prized rod or custom smashed into that careless driver in front of you who made a "panic stop" for no obvious reason, you've probably wished you had a little more braking power. Many have been led to believe that simply adding disc brakes is the end-all cure, but discs alone cannot solve all your problems; you also need to make sure you have enough line pressure to activate your disc brakes to make them work properly.

The master cylinders and boosters used in most rodding applications are selected first because of their size. Choosing by size only though can allow the pressure required to operate the disc brakes properly to fall short. Power Brake Service has been involved with performance and high-output brake systems for 55

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years and has come up with a solution that answers both the size and performance concerns. Their Hydroboost power brake booster is compact yet powerful.

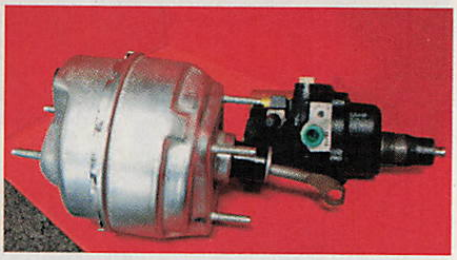
Ever since hot rodders started to put in high-performance camshafts (if big is good, bigger is better), the vacuum needed to operate power brakes has been in jeopardy. Today with the modern overdrives, many rodders are actually running at too low of a cruising rpm and therefore aren't able to create enough vacuum to operate the discs. Four-wheel discs require even higher pressures. Another hazard is that some street rods are so low that a power brake booster mounted on the frame has the potential of hitting the ground and getting ripped loose, causing the loss of all brake capabilities.

Power Brake Service has developed the answer to all of the problems associated with high-performance vehicles and the needs required to stop them safely. Their Hydroboost power brake booster is smaller and can generate more psi than a 7-inch vacuum booster common in many rods. The Hydroboost can generate 1,200 to 2,000 psi to the calipers. Any master cylinder with a 15/16- to 1 5/8-inch bore size can be used. The Hydroboost produces a consistent amount of boost because it is powered by pressure from the power steering pump and requires "no vacuum."

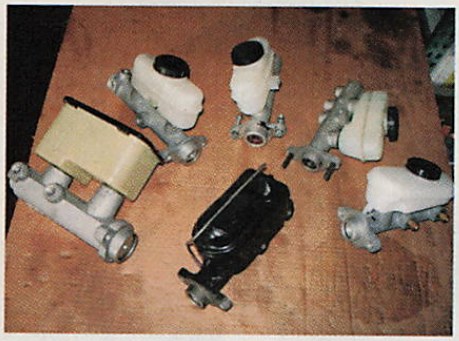
The unit has several advantages such as no external vacuum pump required, firewall and valve cover clearance is increased, frame mounted Hydroboosts are the same width as a master cylinder giving additional ground and exhaust pipe clearance, and the Hydroboost can be fitted anywhere a vacuum booster will fit. Custom brackets for most applications to ease installation are available from Power Brake Service. R&C

**Power Brake Service,**
(562) 436-4111,
www.powerbrakeservice.net

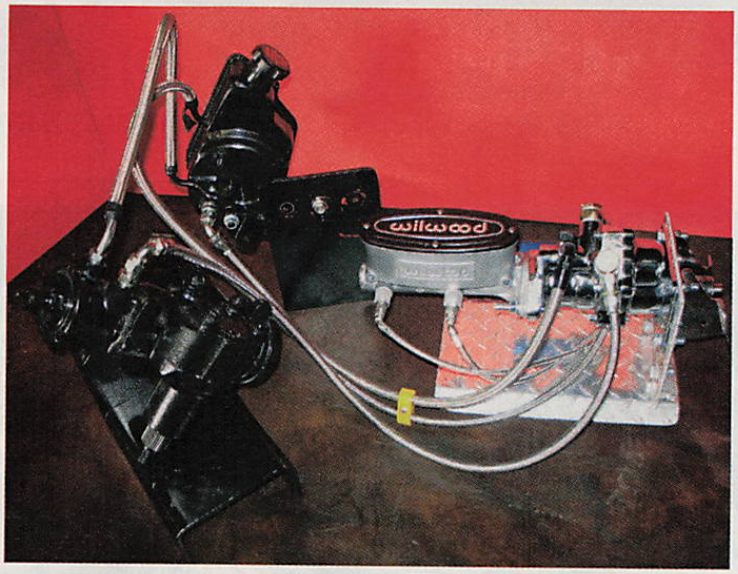
*This comparison shows the size of the vacuum booster (large one on the right) that would be necessary to come close to the pressure produced by the much smaller Hydroboost unit on the left.*



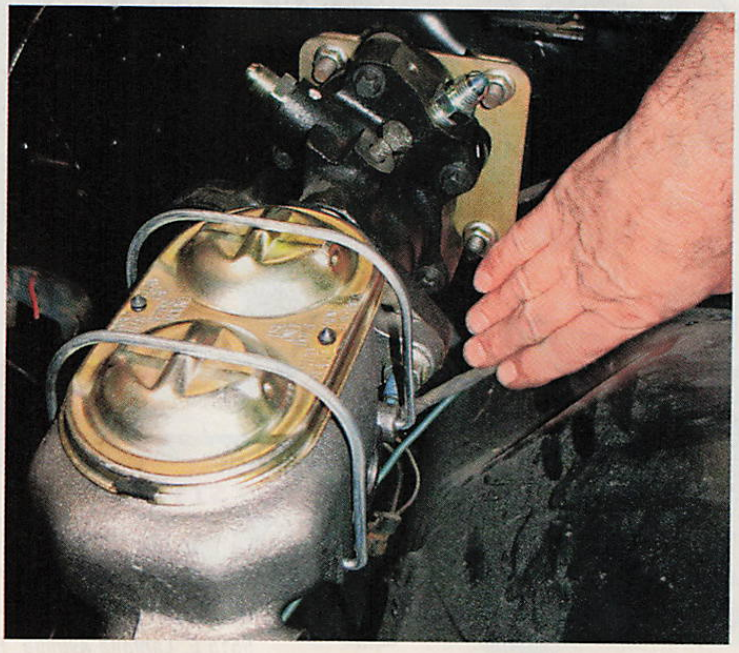
*The vacuum booster in the foreground is a 7-inch unit commonly used in many street rods. This vacuum booster is used because of its compact size, but if the system is not designed correctly it might not produce the amount of vacuum necessary to correctly activate the disc brakes stopping a much heavier street rod. The Hydroboost unit in the background does not hang down below the framerails in under-floor mountings and is not affected by exhaust heat that can make the vacuum unit fail.*



*When using the Hydroboost power brake booster, virtually any master cylinder used in common rod or custom applications can be used. The unit will put the right amount of pressure to any caliper because of its fully modulated valving. You will never experience a hard or mushy pedal with the Hydroboost unit.*




*The only special requirement when using a Hydroboost booster is that the vehicle be equipped with a power steering pump to activate it. Even non-power-steering-equipped vehicles can use the Hydroboost unit if a steering pump is installed to supply just the booster. Supplied flexible lines make the installation a snap.*



*This photo illustrates how much less room the Hydroboost unit requires than the vacuum booster that required a notch in the inner fenderwell from the factory.*

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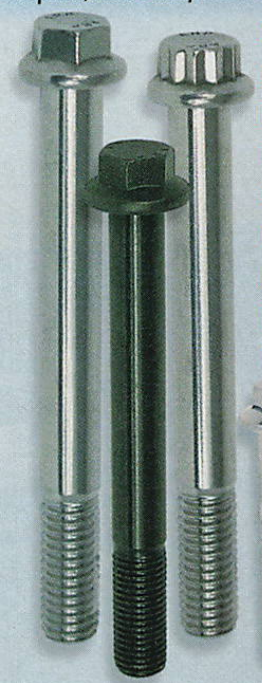

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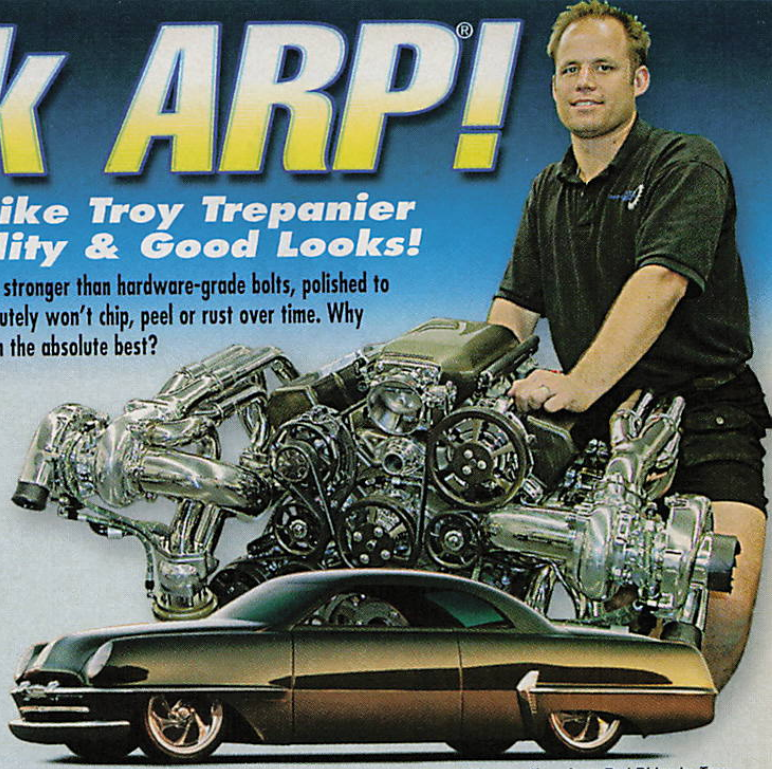

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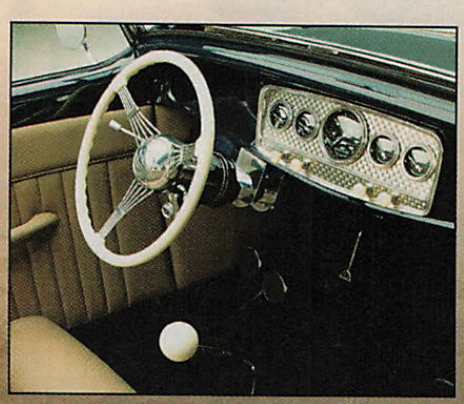
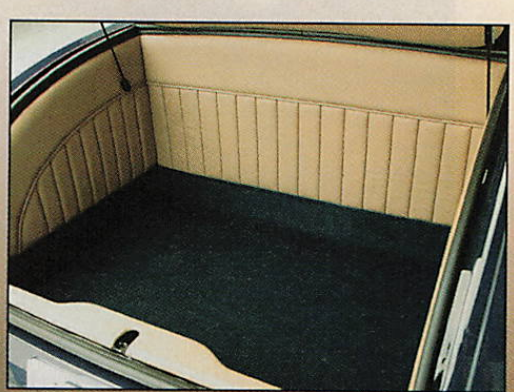
# TIP-TO

*The sun comes out, the rear panel flips up, and the whole cloth-top assembly drops out of sight behind the seat—it's as simple as that. Designing and building it, on the other hand, was a huge amount of work.*

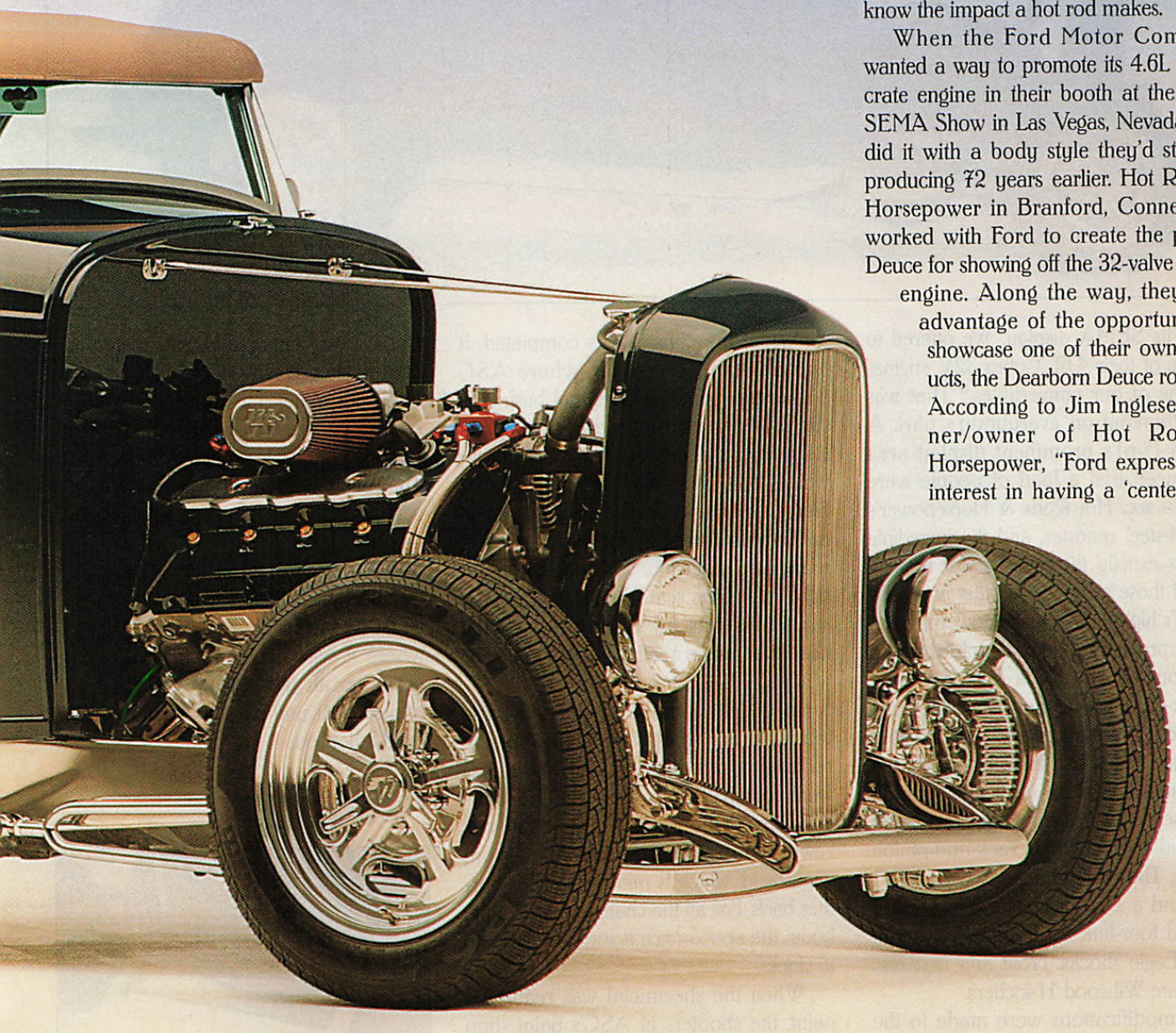




# PDEUCE

## Hot Rods & Horsepower's Hidden-Top Highboy

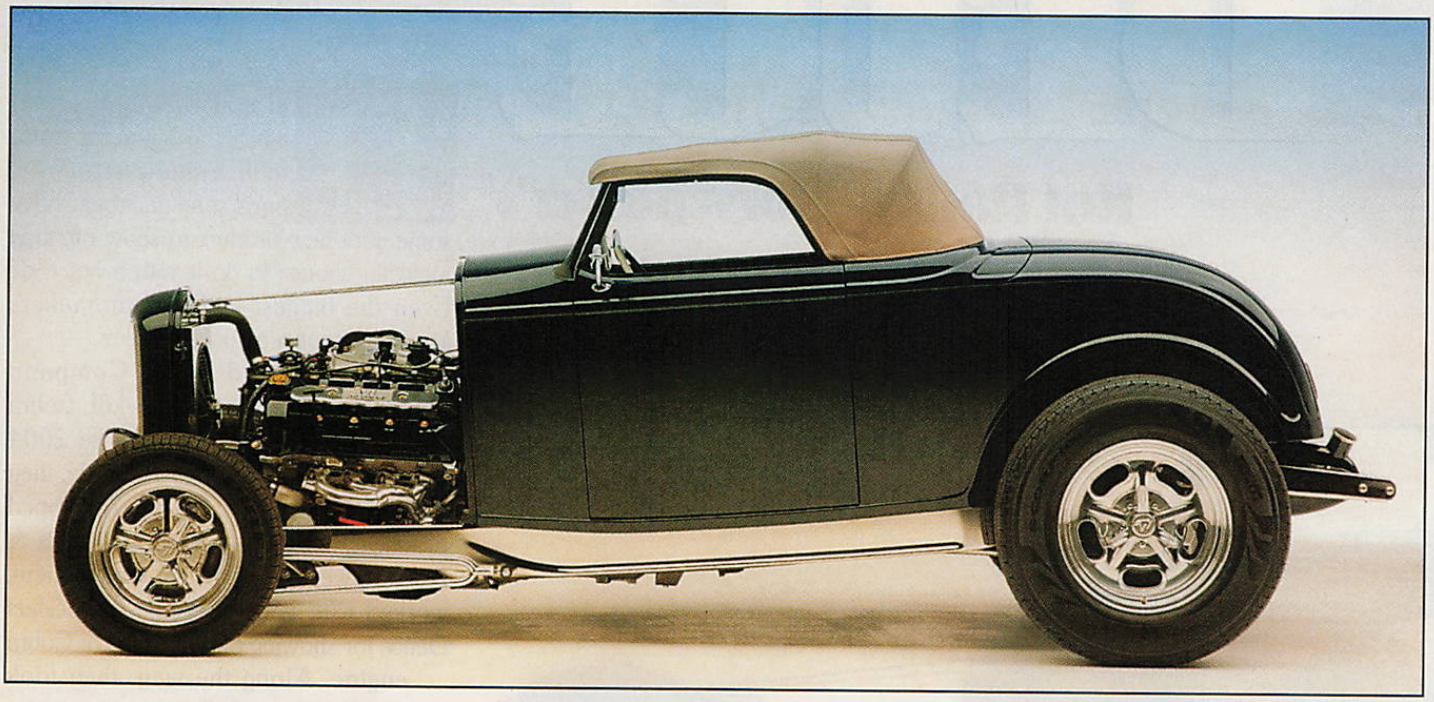
**By Tim Bernsau**
**Photography by Randy Lorentzen**



Did you ever notice that when the big-name automotive and aftermarket parts manufacturers have some cool new product to show off, they typically choose to do it with a hot rod? Even the biggest Detroit automakers know the impact a hot rod makes.

When the Ford Motor Company wanted a way to promote its 4.6L Cobra crate engine in their booth at the 2004 SEMA Show in Las Vegas, Nevada, they did it with a body style they'd stopped producing 72 years earlier. Hot Rods & Horsepower in Branford, Connecticut, worked with Ford to create the perfect Deuce for showing off the 32-valve Cobra engine. Along the way, they took advantage of the opportunity to showcase one of their own products, the Dearborn Deuce roadster. According to Jim Inglese, partner/owner of Hot Rods & Horsepower, "Ford expressed an interest in having a 'centerpiece'

*The custom cowl and windshield reposition the top slightly rearward, giving the roadster a longer nose. That, along with a radical big 'n' little wheel and tire combination make for a perfect profile.*



car in its SEMA display. We offered to put one of their 4.6L Cobra 32V engines into one of our convertibles." That was good thinking on everybody's part. A spot in Ford's prominent display area guaranteed that a load of people were going to see. Hot Rods & Horsepower's cool all-steel roadster, and the incredible '32 was exactly the right car for making sure all those people would get an eyeful of Ford's high-performance powerplant.

The project started in Branford with a set of one-off Hot Rods & Horsepower double-channel framerails, built from stamped stainless steel and polished to a shine you could use to shave. The front suspension is a clean version of a traditional setup, with Pete & Jake's I-beam axle and hairpins, plus rack-and-pinion steering. The rearend, loaded with 3.70:1 gears and a Detroit Locker, hangs on a polished four-link suspension setup with Aldan Eagle shocks. Front and rear disc brakes are Wilwood 11-inchers.

No modifications were made to the stock 4.6L Cobra motor (backed with a Ford T-5), except for the polished stainless exhaust system with a pair of Borla stainless-steel mufflers. Jim says that the most challenging part of the buildup was engineering the engine and drivetrain layout in the Deuce under some serious time constraints. "The oil filter presented the biggest problem," he told us, "but Ford was very helpful."

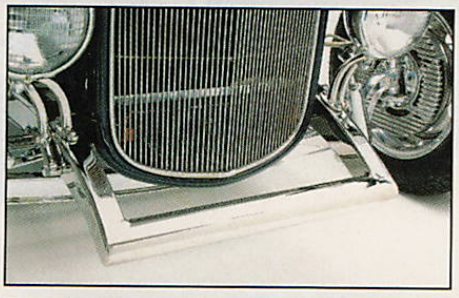
When the chassis was completed, it was shipped to Detroit, where ASC (American Specialty Cars) got busy with the bodywork and paintwork. The Dearborn Deuce convertible '32 body was a joint effort between Hot Rods & Horsepower and ASC. The coolest feature of this all-steel body is its completely retractable cloth top, which drops out of sight behind the seat. The top is offered in several different colors, with an optional headliner underneath, and a glass rear window.

In order to make the whole thing work, the Deuce body had to be redesigned around the top. The doors were reshaped at the front and stretched 3 inches at the rear, and the cowl was reworked to accommodate the custom windshield, which is relocated slightly farther back. For all the changes made to the body, the appearance it surprisingly close to stock.

When the sheetmetal was ready for paint, the shooters in ASC's paint shop mixed up a custom shade of dark blue PPG paint. The final exterior touch was the selection of 15- and 17-inch Wheel Vintiques kidney bean rims with Pirelli Scorpion STR radial rubber, a combination of traditional and progressive performance that matches the whole theme of the roadster.

That theme spills into the interior. ASC wrapped the aftermarket bench from Wise Guys Seats with cream-colored leather, contrasted by blue German wool carpeting. Custom-faced gauges, created by Classic Instruments especially for this car, fill a replica Auburn dash. The Juliano's '39 banjo wheel on a shorty column from ididit completes the whole look.

After a seven-week thrash, the roadster headed to Las Vegas for a starring debut performance at the SEMA Show, where it was surrounded by drooling admirers all week long—proving once again that if you want to draw a crowd, build a hot rod. R&C



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# Rappin'

**By Kevin Lee**
kevin.lee@primedia.com

### Well Deserved

What a thrill for us to see our '40 Ford coupe in your coverage of the Goodguys Kansas City show ("Goin' To Kansas City," May '05). Patty's wish had always been a '40 Ford standard coupe with flames and mine was for a Flathead. Now I'm happy to say that we have both. We're very pleased and honored that you feel that we "have all the bases covered." To have someone else recognize that we've archieved that goal makes us feel really good, even better when it's *Rod & Custom.*

Congratulations on your new assignment as editor—you've got our support.

**Steve and Patty Mallory**
Via E-mail

*There's really no secret to getting in Rod & Custom, build a cool car and drive it to some events. You shouldn't be surprised to see it; the '40 is well worth showing off.*

### Getting Better All The Time

I read through *Rod & Custom* and think of what various readers say about the magazine. I have every issue and likely every special that has been printed with the *R&C* logo on it so I feel I can speak with authority that today's issues are pretty fine as compared to some of the issues in the distant past. Recently I decided to go through the '60s *Rod & Custom* issues to refresh my memory and to recall all of what was printed on those pages.

First, for some of the issues it would be difficult to call the magazine *Rod & Custom.* You couldn't really call it "Rod" and, for sure, you couldn't call it "Custom." You might call it a lot of things like "Go Cart Monthly," "Model Car Scratchbuilding," "Dune Buggies Anonymous," etc. But never mind, those probably should have never been a part of good, old *R&C.* The point is that we are lucky that we have such a well-balanced magazine today.

Sure, maybe there aren't enough traditional customs and rods for some readers. Still others like the contemporary billet cars. And then there are those who despise the large diameter wheels with rubber band tires. And where are the resto rods? What on earth are we grousing about? If everyone liked the same thing in this car world it would be boring and we would all be driving customized Henry Js with black vinyl tops running Crosley engines and black wall tires.

I like *Rod & Custom.* I'm a strong supporter, loyal even, but I read other car mags, too. I like to read about the rat rods. I like to imagine how a few small changes like wide whitewalls and flippers would turn a contemporary custom into a traditional custom. I admire the beautiful garage queens wishing the owners would drive them in the rain. I love my own original '50s custom that I've owned for 40 years, ignoring the ever-growing rust spots. I just wished all of us readers would stop grousing about this and that. Give the editors and contributors a chance and then, if the magazine starts to change in a direction you don't like, just politely tell them.

As always a regular reader,

**Bob Mikkelsen**
Via E-mail

*Well Bob, sounds like you're the kind of reader we all like to have. Since taking over the editor's chair I have tried to get the word out that we want to hear what you—the readers—want to read about. We're not here to direct the hobby in a direction that we think it needs to go. We're just trying to get out and have some fun and then come back into the office and report on what we did. Hopefully what you read about will inspire some to get out and do the same thing. If we're not covering something enough or at all then by all means, send us a letter or—email and let us know. We can't give you what you want if we don't know that you want it.*

### Ego-Rama Booster

The "Asphalt Ego-Rama IV" story was one of the best. The owner/drivers proved to be authentic folks. The story afforded the reader examples of what real-world car nuts can do to their rides if given the chance, time, wherewithal, and money. Well done. Keep up the good work.

**George J. Smullen**
Waupun, Wisconsin

*The Asphalt Ego-Rama is really one of the best events that we get to participate with. We look forward to doing it each year. We try and stress the point every year that the goal is to get out and have fun with these cars. It's not a true competition with a real winner and luckily we've never had anyone compete that saw it as such. We're still putting some of the final touches on this year's event, which at this time looks like it will be held out West again. We're trying to plan far enough ahead to possibly have the '06 event held somewhere in the Midwest. If anyone would like to get involved with this year's event you still have time to go to our Web site (www.rodandcustommagazine.com) and click on the Asphalt Ego-Rama link, go to the end of the story, and download an entry form.*

### No Need To Know

When someone transforms a rare, well-preserved, original car into a mild custom, either because of budget constraints or preference, I have no issue. If later, the owner, or a subsequent owner, wants to convert it back to "original" condition, it's a reasonably possible task.

However, when someone converts a perfectly-preserved old car into a radical custom, please don't tell me that's what they did. A good example was a '56 Lincoln that an icon customizer had (skillfully) transformed into a striking vehicle that you featured a while back. To me, that borders on vandalism. If someone is going to do a body-off custom and replace nearly everything with new or modified parts, why not start with a car that is in poor condition?

I'm much more impressed with someone who took a battered and rusted car, or even combined several battered cars, and produced a head-turning custom. So when someone produces a radical custom from a collectible car, please don't tell me. Let's just admire the result without knowing that unpleasant fact.

**Jim Deegan**
Tallahassee, Florida

*Boy, talk about a dividing issue. I'm sure we have many people on both sides of this one. I can see where a builder would want to start with the nicest possible car, but I too have seen some really nice original cars cut up only to have about a 6-inch patch of the original body used.* R&C

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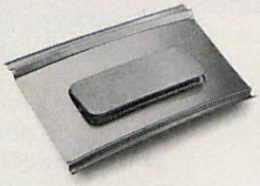

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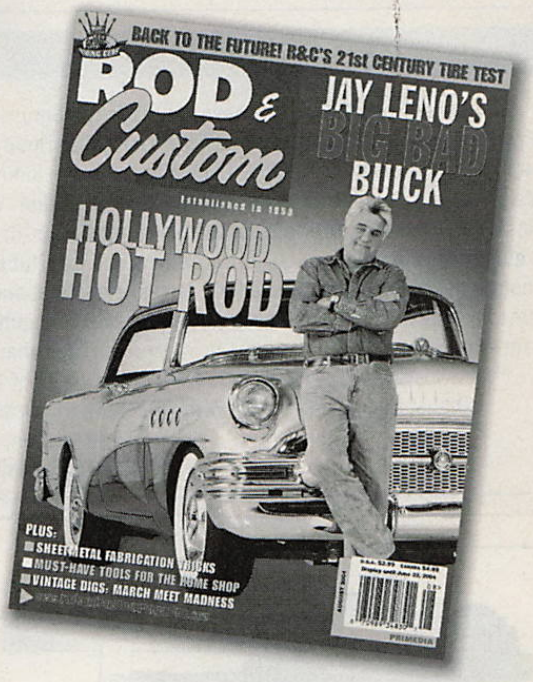
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# Rod Shop

By Jim Aust

## Kill-Switch Pitch

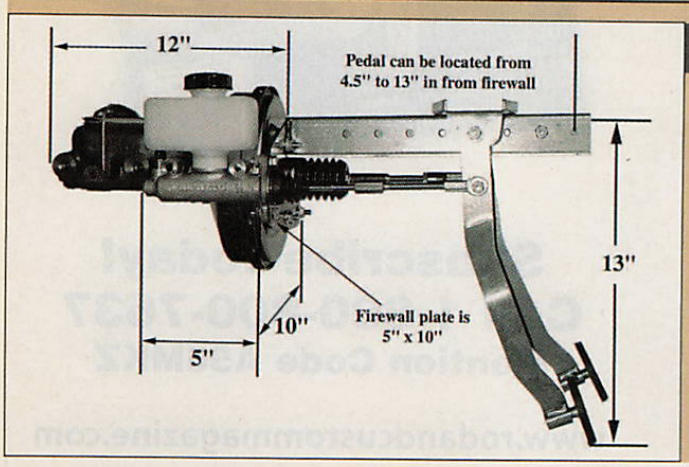
It's a well-known fact that one of the best ways to keep low lifes from disappearing with your prized possession is to disable the power when you cannot keep a watchful eye on it. For this purpose Flaming River is proud to announce the latest addition to their line of electrical safety switches.

The new Battery and Alternator Kill Switch (p/n FR1013) is actually two switches in one. Using the same robust spring loaded buss-bar design as the "Big Switch," this switch addresses the need to interrupt both the battery circuit and the charging circuit. This is particularly crucial in motorsports applications to completely remove the source of electrical energy to the engine in case of an accident. The interruption of the charging and the battery circuits stops the engine and dramatically reduces the potential for fire.

This switch can also be an ideal theft deterrent by completely shutting off the electrical system to the starter and ignition. It also works well eliminating battery drain, keeping the battery in operating condition during storage. However, its design will allow power to clocks, radio/stereo systems and on-board computers, including data acquisition systems and other automotive devices with a memory function. For more information contact Flaming River at (800) 815-3669; www.flamingriver.com.

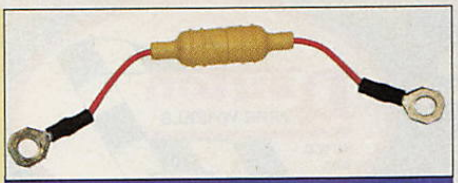
## Friendly Flange

How many header owners have spent many a Saturday afternoon replacing old blown out header collector gaskets? With a Header Buddy, that messy chore will be a thing of the past. The Header Buddy from Purdee Industries is an innovative new design for your header collector that requires no gasket. Header Buddy seals to the inside lip of the collector box, utilizing a compression-fit design. It was designed to eliminate collector gaskets forever and will fit long tube headers, shorty headers, hugger headers, cast iron headers, factory exhaust manifolds, etc. Header Buddys come in three different inlet sizes with seven different outlet sizes. For easy maintenance you can still disconnect the headers from the exhaust system after this product is installed. The Header Buddy kit is made up of 16-gauge aluminized steel exhaust tubing, and comes with all necessary hardware and full instructions. For more information, contact Purdee Industries at (256) 859-1483; www.headerbuddy.com.



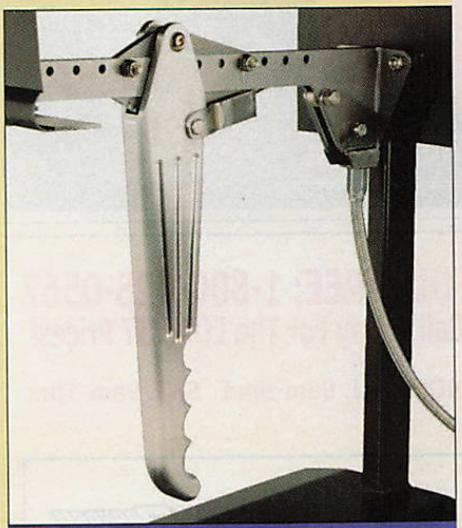

## Swing Set

There are as many different brake and clutch pedal needs as there are different types of cars being updated and rodded these days. Luckily Master Power Brakes came up with an easy solution and now offers a universal firewall mounted hanging pedal setup. This new system works great for any street rod with a straight firewall and space limitations where the pedals are concerned. This new kit includes a 9-inch (or optional 8-inch) dual booster with a master cylinder, a hydraulic clutch cylinder kit, and all the necessary power brake and clutch linkage. The pedal arm is fully adjustable and can be adjusted from 4.5 inches to 13 inches in from the firewall. For more information, contact Master Power Brakes at (888) 249-9424; www.mpbrakes.com.



## Get Disconnected

American Autowire is pleased to introduce the newest addition to their extensive product line. The Lifeline enables users of a Master Disconnect Switch to retain a small amount of power for memory circuits common in fuel injection computers, radio presets, and clocks. It is completely "resetting," eliminating the need to replace a fuse when the user tries to start the vehicle before first switching the Master Disconnect to on. The Lifeline is a memory circuit retainer that will automatically reset after the electrical load is significantly reduced or if the Master Disconnect Switch has been switched to the on position. For more information, contact American Autowire at (800) 482-WIRE; www.americanautowire.com.



## Under-the-Dash E-Brake

The latest and greatest from the folks at Lokar is this new Under-the-Dash Hand Operated Emergency Brake. This hand brake gives you ease of operation along with a clean, out-of-the-way emergency brake. This unit makes for a super clean installation because there are no cables entering through the firewall. The compact hand brake measures 11 inches from end to end and fits in a space as small as 9 inches from the firewall to dash. A ratchet-cut gear plate and lock are heat-treated for strength and safety. The one-piece pistol grip lever and trigger (available in brushed or chrome finish) allows for comfortable leverage operation and has been designed with durability in mind.

Adjustable dash to firewall bracketry allows various mounting locations. No welding is necessary and it comes complete with instructions and all required hardware. For more information, contact Lokar at (865) 966-2269; www.lokar.com. R&C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For about $6,250* you can buy Ford's #M-6007x351 assembly. It's rated at 362 horsepower, but you'll have to take their word for it as the engine is missing a carburetor, ignition, etc. and has never been run.

World's new "Daily Driver" 351 costs a little more ($6,950), but comes with a blueprinted Hardcore 750 carb, Mallory HEI ignition and a plethora of premium grade aftermarket components (4340 forged steel crank, H-beam rods, forged pistons, etc.). It's based on World's new Man O'War block, which has loads of features not found in the stock Ford 2-bolt main block (including splayed billet 4-bolt caps). It's dyno tested, performance certified, and backed with a 2-year, 24,000-mile warranty.

We think you'll agree it's a way better value. And if you're looking for more horsepower, check out these other offerings.

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|---|---|---|---|---|
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| Cruiser | 427 c.i.d. | 450 | 450 ft. lbs. | $8,495 |
| World Class | 375 c.i.d. | 425 | 395 ft. lbs. | $8,495 |
| Hardcore | 427 c.i.d. | 525 | 505 ft. lbs. | $9,795 |
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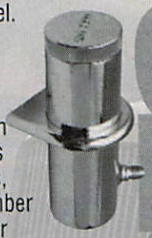

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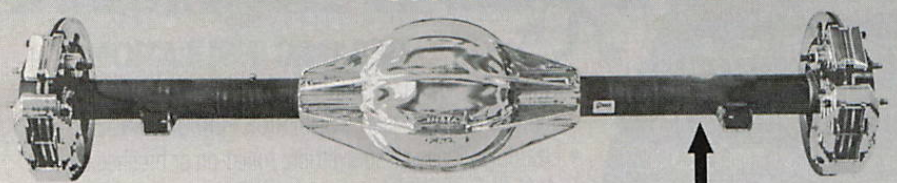

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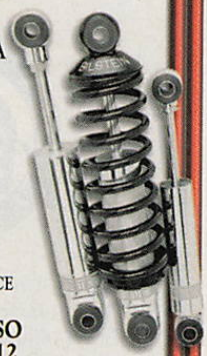

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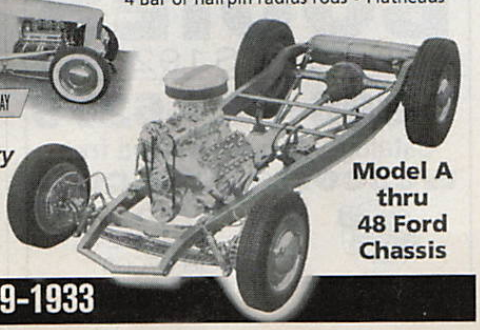

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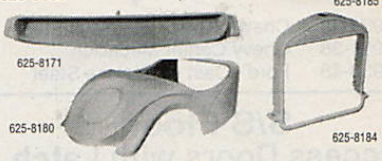


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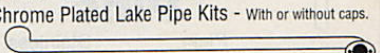

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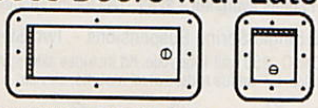

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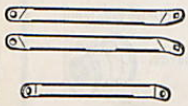

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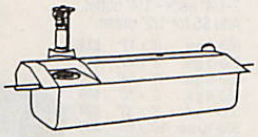

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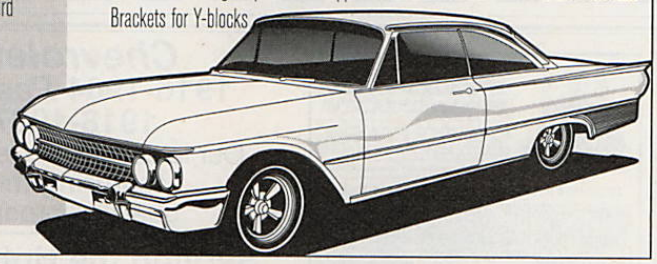

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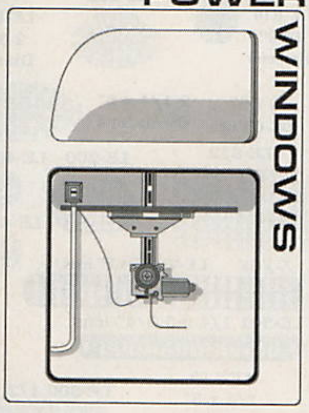

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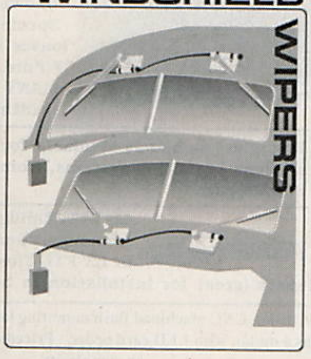

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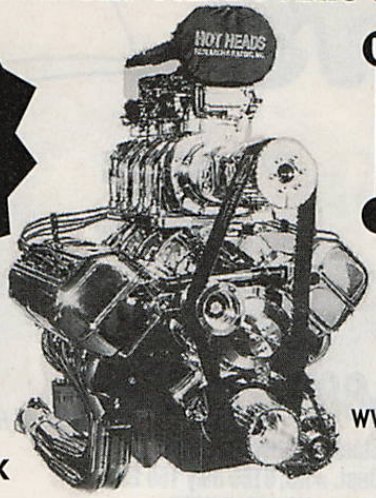

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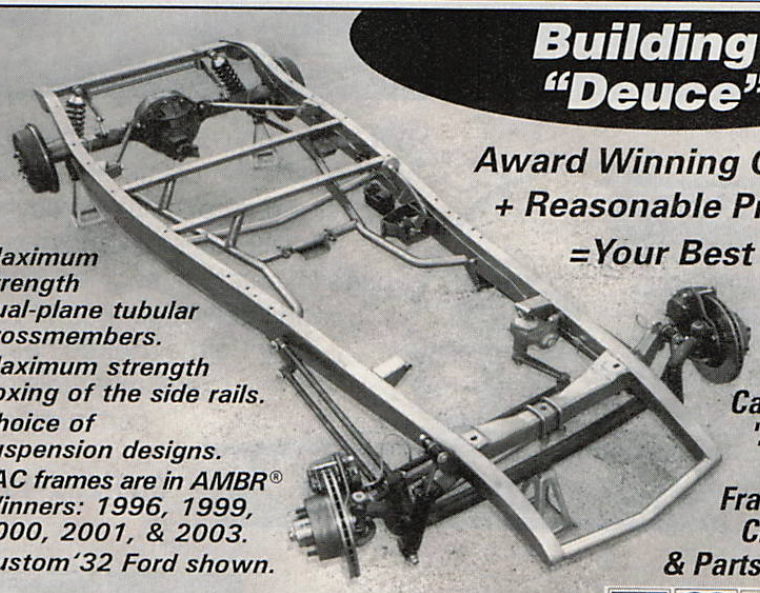

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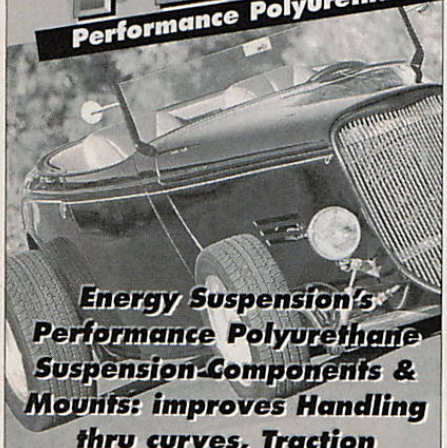

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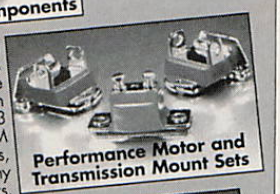

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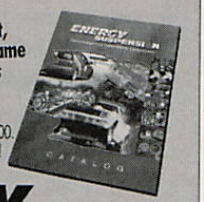

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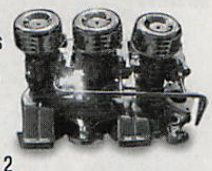

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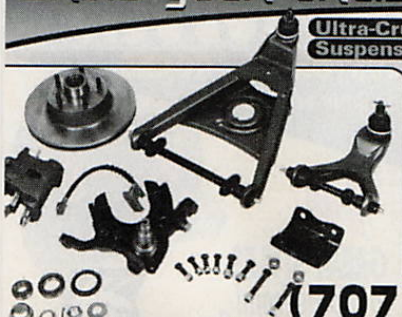

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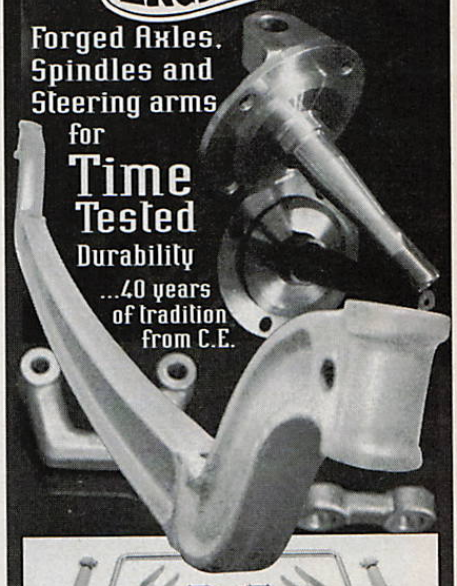

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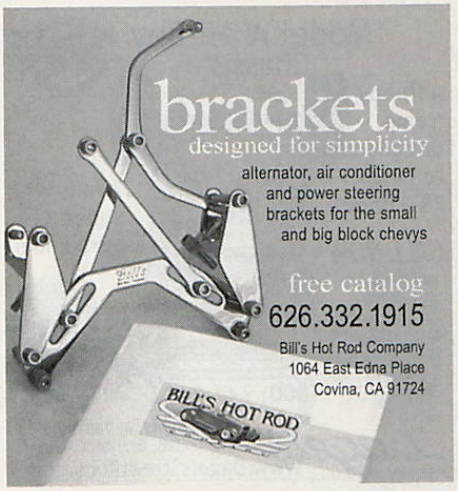

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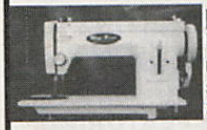

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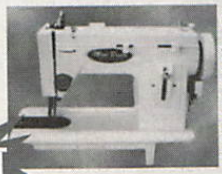

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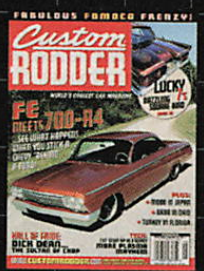


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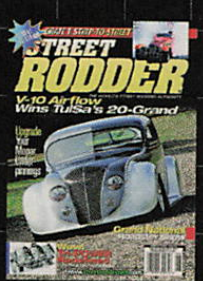


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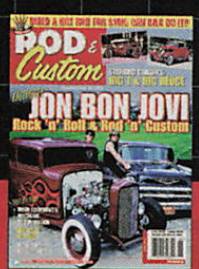


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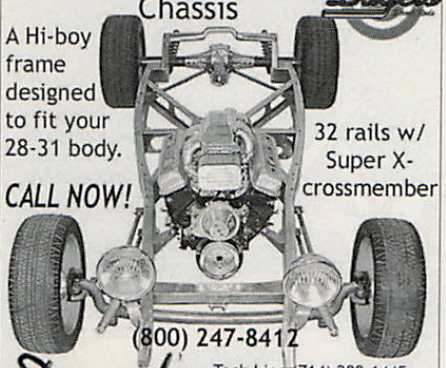

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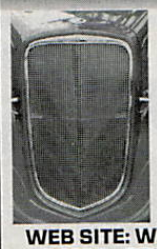

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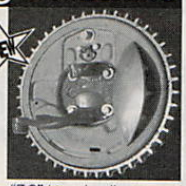

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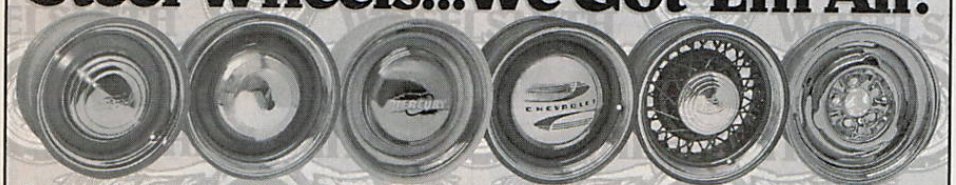

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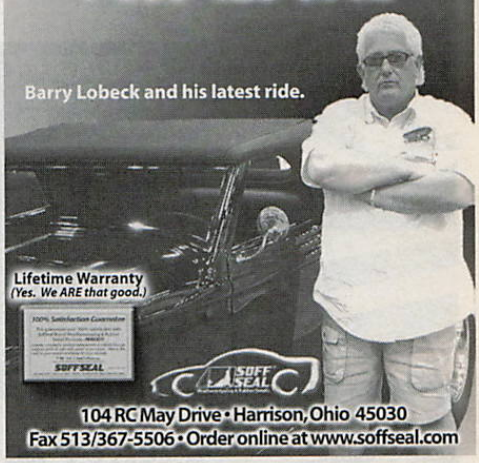


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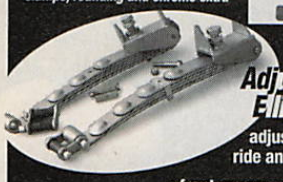

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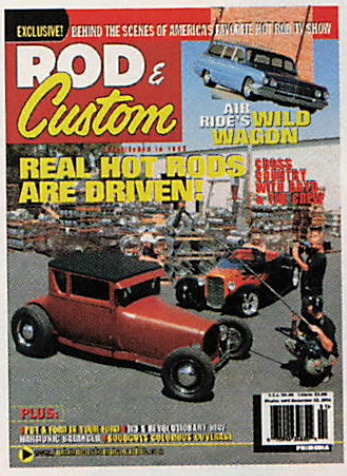
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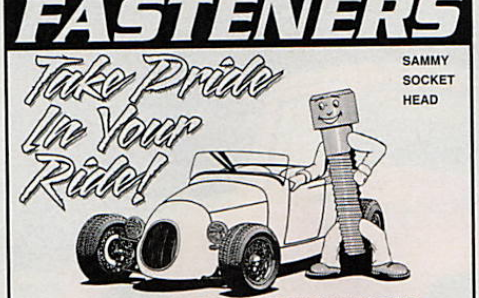


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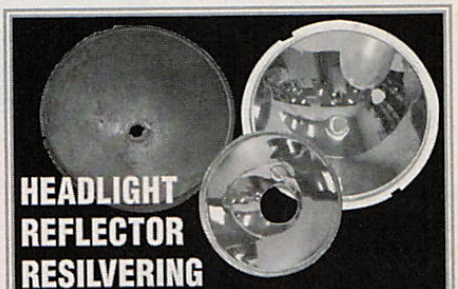

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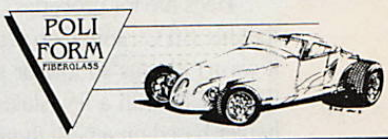


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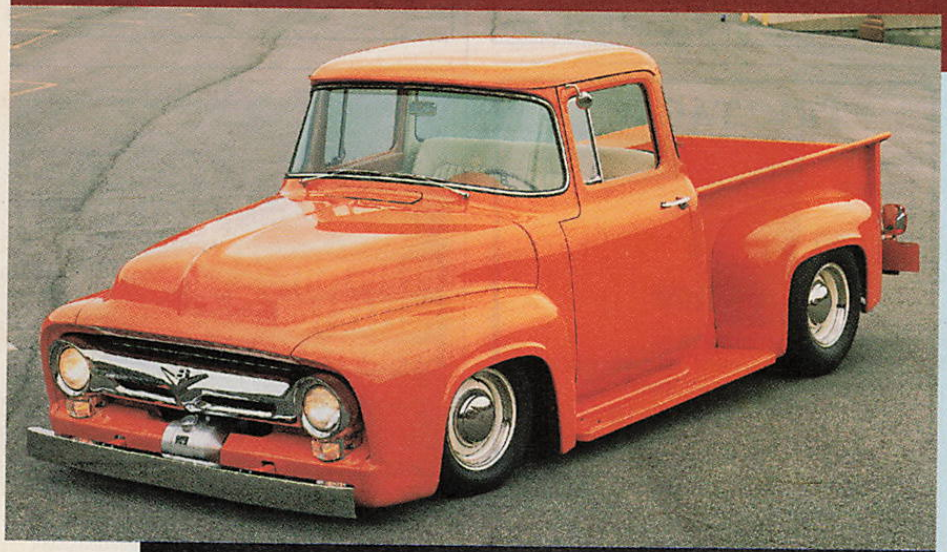
# Readers' Rods

By Jim Aust



**Larry Strauch, Mansfield, OH**
**1956 Ford F-100 Pickup**

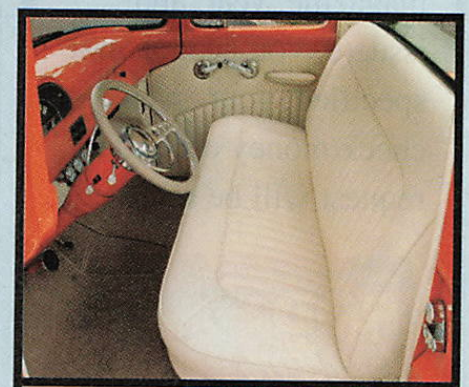
"Bags are for groceries" is Larry Strauch's motto. So it comes as no surprise that his '56 Custom Cab's stance is purely old school—all springs, NO bags! But it wasn't always so low or so orange. Larry first spotted the F-100 in a classifieds ad, so with a few states between him and Colorado, he purchased the old hauler based on a very thorough videotape of its condition.

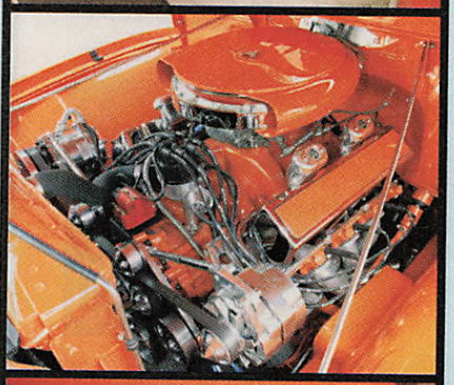
Knowing that he wanted to keep it purely "hot rod," Larry ordered up a complete new Fatman Fabrications chassis with Mustang II suspension up front and a four-bar-located Winters "quickie" in the rear. Into the fresh rails went a bored and stroked Ford 460 backed by a stout C6. Sticking with the nostalgia look Larry let it roll on a set of 15-inch steelies wrapped in BFGoodrich rubber.

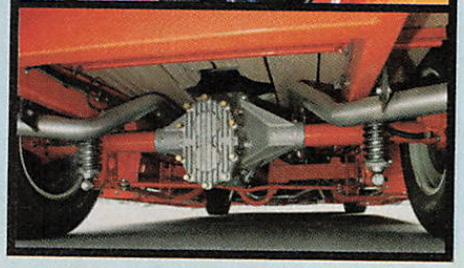
The body uses all original sheetmetal that's been massaged and modified just enough. Up front a Moon tank was frenched into the splash apron and out back the rear fenders were slightly widened to fit the big rubber. After Jack House from Mansfield, Ohio, could get the body no smoother, he broke out his spray gun and laid down the PPG Omaha Orange paint.

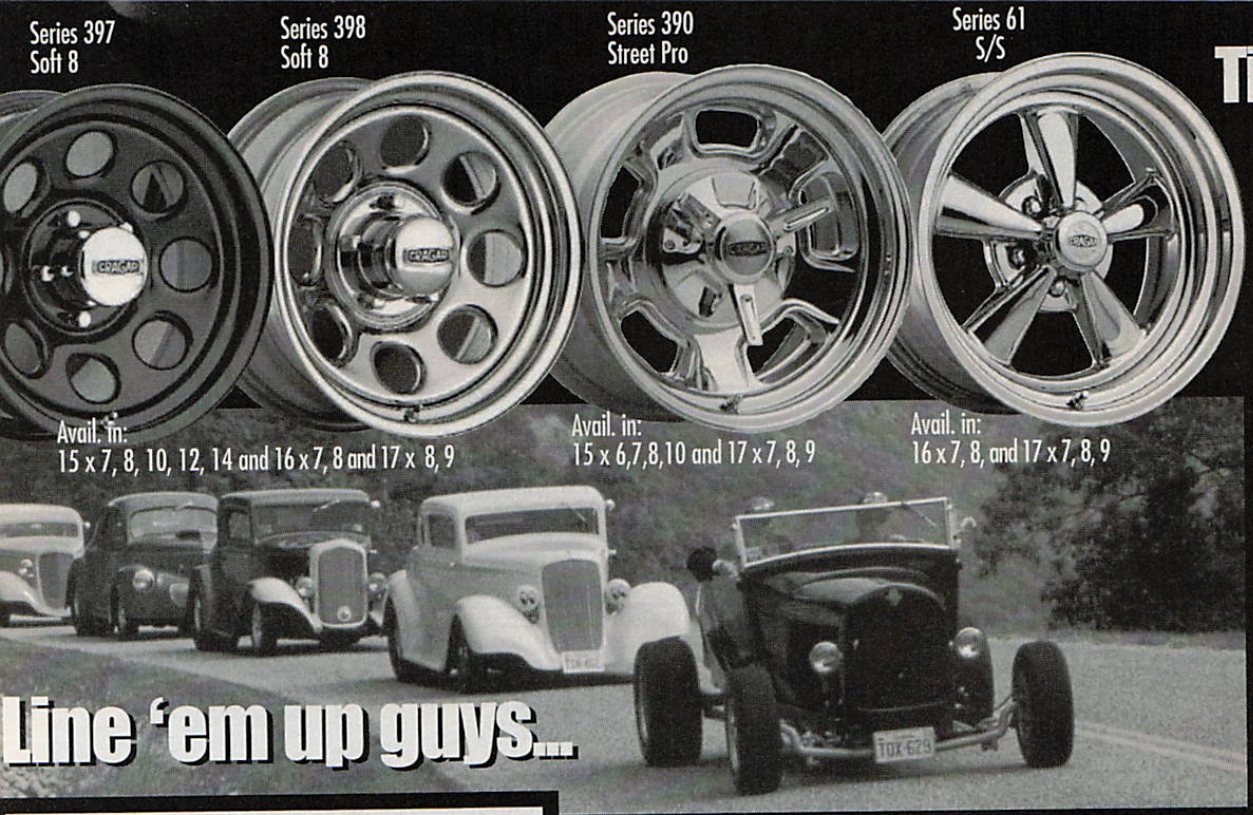
Once the paint dried, the chrome went back on along with the stainless bumpers and Doan Upholstery (also in Mansfield) stretched the ivory Naugahyde on to the stock dropped seat. The remainder of the interior consists of a completely stock dash and an ididit column topped by a Billet Specialties steering wheel.

Now that it's done Larry says the only excuse he needs to take out the '56 and enjoy it is a sunny day. R&C





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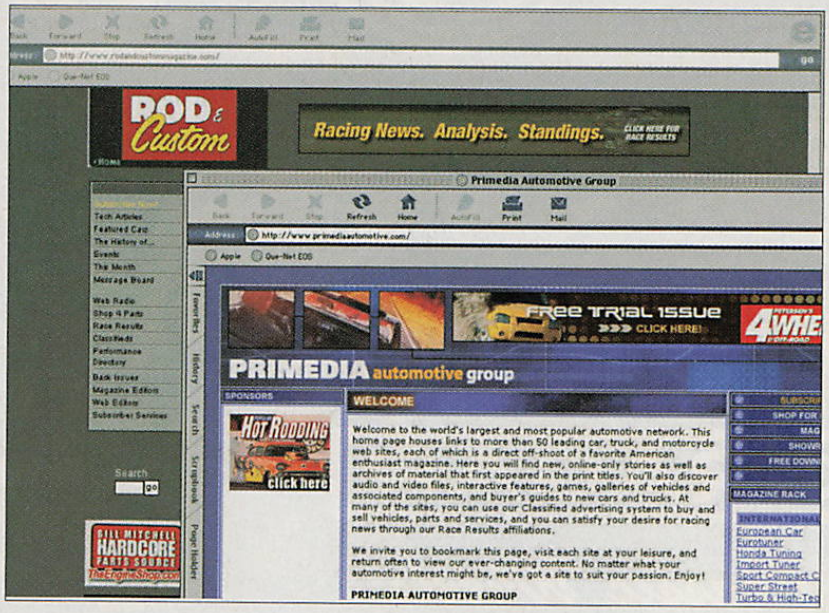
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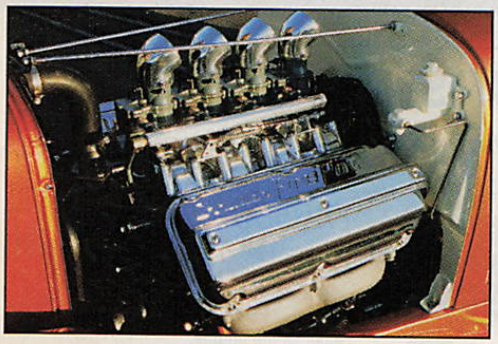

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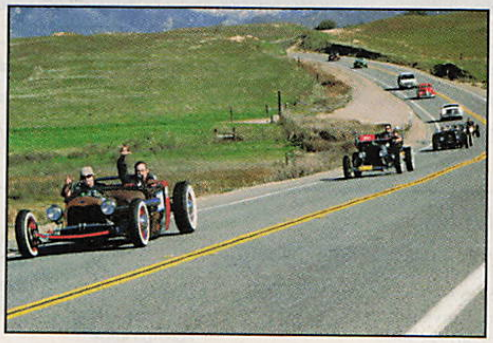
Richard Holte's Hemi-powered Highboy Tudor



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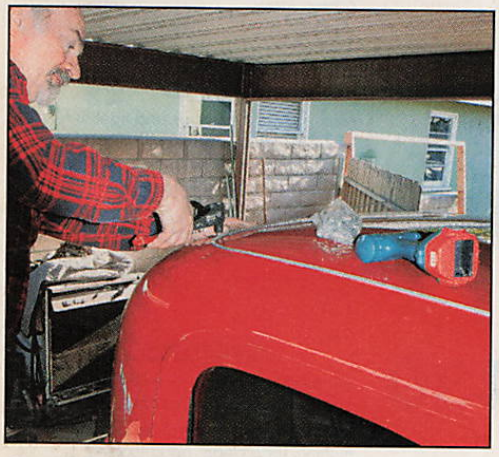

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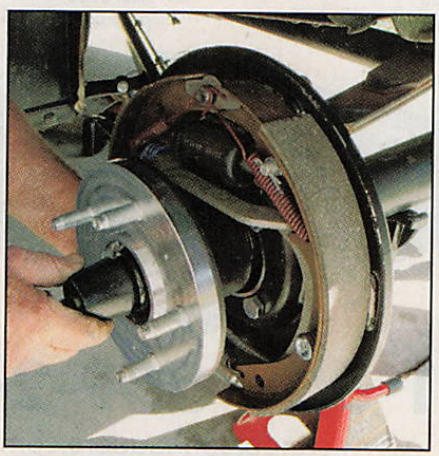
Installing a Juliano's Top Insert on a Filled Roof



**Bringin' Up the Rear**
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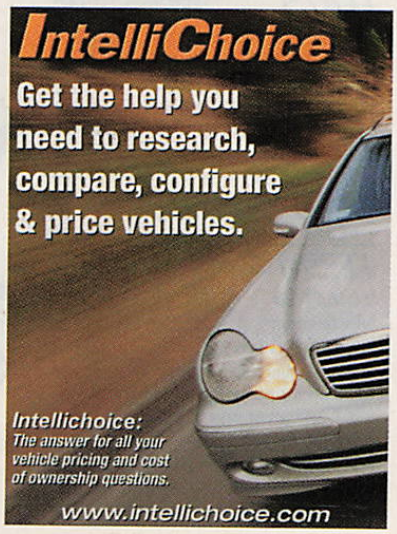
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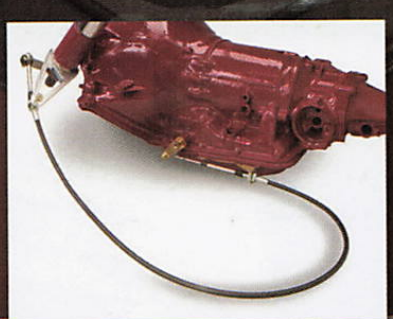

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